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USSR Report

TRANSPORTATION

No. 101

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CIVIL AVIATION WORK IN TYUMEN REGION REVIEWED

Moscow VOZDUSHNYY TRANSPORT In Russian 4 Sep 82 p 2

[Interview with V. A. Gorinov, deputy chief of the Tyumen Civil Aviation Administration, on the occasion of Petroleum and Gas Worker Day; time and place not specified]

> [Text] The CPSU Central Committee and USSR Council of Ministers have approved the patriotic initiative of the labor collective involved with launching the gas pipeline from Urengoy to Uzhgorod. The Tyumen civil aviation workers are filled with determination to make a worthy contribution to this project. They formulate the matter as follows: performing the maximum amount of work with minimal expenditures, in other words, making all possible use of intensification factors.
>
> How can the efficiency of use of aviation in Tyumen Oblast be raised? This was the point of view taken by our correspondent Yu. Kovalev in his talk with V. A. Gorinov, deputy chief of the Tyumen Administration.

[Question] Valentin Alekseyevich, we often talk about the enormous volume of work which civil aviation is doing in Tyumen Oblast. But nonetheless, there are numbers and ideas which cannot lose their value no matter how often we use them. Therefore I would like to ask you to say a few words about the scale of use of aviation in your administration.

[Answer] In the last five years the number of calculated hours of flying time has risen a great deal. We literally do not have enough air space. Judge for yourself, up to 480 landings and takeoffs a day occur at such airports as Surgut, Nizhnevartovsk, Nefteyugansk, and Nadyr. At one time there may be 600 airplanes and helicopters in the air.

[Question] But is it possible to reduce the number of aircraft or, leaving the number the same, perform larger volumes of work?

[Answer] Yes, it is. All that we need to do is use the airplanes and helicopters more efficiently, in particular make maximum use of their load capacities. This is an enormous reserve. But analysis has showed that less than one-half of the load capacity of helicopters is being used. If it were increased by just 20 percent it would be possible to reduce the flying time of our fleet by 40,000 hours and save 24,000 tons of fuel and lubricants.

[Question] In the article entitled "Along with the Pioneers" published in issue No 90 of our newspaper it was observed that the crew of an Mi-8 delivered an important official to his destination without carrying a single kilogram of freight. At the same time another client was pleading for a helicopter to be assigned to carry urgently needed freight to precisely the same destination. How do you assess such a thing?

[Answer] It is a disturbing case. Still I can say in full seriousness that such cases are becoming fewer and fewer thanks to the expansion and refinement of the dispatcher (controller) service. It began with the formation of a dispatcher group at the Pobedit facility of Glavtyumen'neftegaz [Main Tyumen Production Administration for Extraction of Petroleum and Gas]. Very quickly the commercial loading of helicopters working at that place increased by 13 percent. This example convinced the most inveterate skeptics of the need for organizing dispatcher service. Dispatcher groups are now working at both the base airports and the operational points. Dispatchers have been given broad authority, so now a client can no longer say, "I am paying money, and therefore I will use the helicopter any way I want. Even to carry nothing at all." Here are the figures. The commercial loading of Mi-10K helicopters in the first six months of this year increased by 29.8 percent compared to the same time last year. If it had not been for this we would have had to fly several thousand hours more.

[Question] It is widely known that the ministries of Civil Aviation, Petroleum Industry, Gas Industry, and Construction of Petroleum and Gas Industry enterprises recently published an order entitled "Measures To Improve Aviation Service and Raise the Efficiency of Use of Aircraft in the 11th Five-Year Plan." How is it being carried out?

[Answer] I will begin with numbers. For example, in the current year the combined plans of our administration and Glavtyumen'geologiya [Main Tyumen Administration of Geology] contemplate setting up five new fuel-lubricant depots, 22 centralized refueling systems, and dispatcher groups in Urengoy, Tarko-Sal, and Megion.

Let us look at relations with gas workers. In addition to construction of helicopter landing areas and expanding the number of storage tanks they are supposed to allocate 5,000 square meters of housing for us.

We also have good contacts with the petroleum workers. In addition to similar measures they have obligated themselves to provide flight and technical personnel at all helicopter base points with housing, food, and motor vehicle transportation to take them to their places of work and leisure.

I will also add the following. The petroleum and gas workers have built, and then later lengthened, runways in Surgut, Nizhnevartovsk, Nefteyugansk, Nadym, Urengoy, and Khanty-Mansiysk. Runways are now under construction in Noyabr'sk and Salekhard. Geologists prepare earth runways for the Il-76 and keep them in working condition.

[Question] What problems need to be solved, in your opinion, to promote more efficient use of aviation in your region?

[Answer] In the first place, it is necessary to change the procedure for ordering aviation service. At the present time clients simply indicate the number of hours of flying time, so they make their request on the principle: "The more you ask for, the more you will get." We are proposing that orders be submitted for a volume of freight, that these orders establish the distance that it must be carried, and then from this the flying time for types of airplanes and helicopters be determined.

In the second place, for a long time we have been asking that the distribution of hours by clients be assigned to those administrations whose aircraft and crews are working in Tyumen. This would make it possible to plan flying time based on the actual need for it.

In the third place, it would be useful if the distribution of flying hours by quarters and monthswere stipulated when planning the transportation of people and freight. And if flying time is not used in one month, for example, it cannot be carried over to another. This would enable us to improve the rhythm of our work.

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WAYS TO CONSERVE FUEL, LUBRICANTS DISCUSSED

Moscow VOZDUSHNYY TRANSPORT in Russian 9 Sep 82 p 3

[Article by A. Lipin, navigator of the aviation collective of the Leningrad Aviation Enterprise and candidate of technical sciences, under the rubric "Use Fuel Efficiently": "The Efficiency of the New Recommendations"]

[Text] There have been significant changes in the operation of the Tu-154 in the last three years as the crews have maintained various recommended M numbers during flight. Before introduction of the well-known order No 91 flights were made at a constant M number of 0.87. During its effective period the M number was kept at 0.82, and since July 1981 we have been flying guided by differentiated recommendations on flight cruising speeds.

Let us analyze the fuel consumption by hour for transport flights with different recommended M numbers using three years of statistical data. Studying tens of thousands of flights during these three periods showed the following. Fuel consumption per hour in the third period taking into account fuel lost for mandatory engine warm-up decreased by 3.7 percent in comparison with the first period but did not change in comparison with the second. The figure was 6.53 ton-hours.

The enterprise conserved 11,700 tons of kerosene by reducing fuel consumption in the third period. Given rigid ceilings on fuel this permitted flying 1,810 hours and bringing in a profit of 2.4 million rubles considering the prime cost of an hour of flying for 1982. But maintaining variable M numbers in flight depending on altitude and the flight weight of the aircraft led to total transport flying time in the third period exceeding the first period by 2.1 percent and to a time savings of 0.4 percent in comparison with the second period.

Economic calculations show that the excess flying time (compared to the third and first periods) caused the enterprise losses which were barely half of the profit received from flying an additional 1,810 hours. Thus, during the third period under analysis the enterprise received 1.16 million rubles of profit by using new recommendations on maintaining flight cruising regimes.

It should be noted that with the institution of new wholesale prices, rates, and social insurance deductions in 1982 there was a significant increase in the prime cost of aviation work in the cost sub-heading "Aviation Fuel and Lubricants." It is more than 30 percent of total expenditures for Tu-154 aircraft.

This is graphic testimony to the fact that each percentage point of fuel savings today means millions of rubles of state capital.

While discussing questions of fuel economy it must be observed that the existing system for recording savings of aviation fuel has a number of shortcomings. It does not reflect changes in the operation of engines promptly. With introduction of the new techniques for warming up engines a parallel correction should have been made in the old norm to consider the mandatory engine warm-up. The lack of this adjustment makes it possible to save fuel with no special effort, and this takes the edge off the economy campaign.

An analysis of fuel expenditure per hour by month shows that in the cold season, from October to March, it is 1.7 percent greater than during the warm season, from April to September. From the standpoint of socialist competition for fuel savings, therefore, those crews who work less during the winter than summer (because of vacation or education) have an advantage over those who work throughout the entire winter. The difference in such cases, where other conditions are equal, may be as much as 30 tons a year. It seems to me that with the introduction of a seasonal schedule the subunits will also receive fuel consumption norms that are differentiated by season in a more acceptable way.

In talking with colleagues about material published under the rubrics "Use Fuel Efficiently" and "The Thrift Campaign" in VOZDUSHNYY TRANSPORT, you notice that the sector today does not have a uniform criterion to give crews incentive to conserve fuel and lubricants. The Leningrad Enterprise, for example, puts flight productivity in first place when summarizing the results of socialist competition. It does not depend on the crew as much as fuel conservation. In the Latvian RPO [expansion unknown] the criterion is not flight productivity, but specific fuel consumption ("Selection of the Optimal Decision" by V. Torishniy, VOZDUSHNNY TRANSPORT, 6 January 1982). Analysis shows that the ratio of load carried to fuel consumption is a more effective criterion for evaluating the crew's contribution to kerosene savings than absolute indicators of savings. One cannot disagree with the view that the criterion for evaluating fuel and lubricant conservation for enterprises that operate the same types of aircraft should be uniform throughout the country. This will make it possible to evaluate the contribution of enterprises to fuel conservation from a standard point of view.

The article entitled "How To Give Incentive to the Crew" (VOZDUSHNYY TRANSPORT, 31 July 1982) by G. Dopua and T. Khabalashvili correctly stated the question: what is the scientifically sound way to give crews bonuses for fuel and lubricants conservation. It would be desirable for the management personnel of flight subdivisions to receive an answer to this question, either in the newspaper or in special recommendations, which should come from the scientists and economists of the sector.

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NONDESTRUCTIVE METHODS OF CONTROL IN CIVIL AVIATION PROMOTED

Moscow VOZDUSHNYY TRANSPORT in Russian 9 Sep 82 p 3

[Article by R. Likhachev, division chief at GosNII GA, and F. Zhislin, laboratory head, under the rubric "Combining the Efforts of Science and Production": "Reliable Monitoring Means Are Needed"]

[Text] The 10th International Conference on Nondestructive Control was held in Moscow. This type of control makes it possible to check the quality of parts and units using contemporary diagnostic techniques. The fact that the conference was held in the USSR testifies to the major contribution of Soviet scientists to the development and refinement of the means and techniques of nondestructive control. Questions of insuring reliable control during the process of equipment use, standardization and metrology, and personnel training were given significant places in the program of the conference.

The reason that such questions are formulated at an international meeting is the growing significance of nondestructive control in the operation of machinery. This is relevant in civil aviation because improving the efficiency of use of aviation equipment in the national economy and flight reliability and safety is inseparably bound up with good evaluation of the technical condition of aircraft in all stages of repair and maintenance.

Control techniques and means have a significant part in solving these problems. Their use insures not only high objectivity and the possibility of early detection of design and article defects, but also permits a wise decision on the question of switching to operation according to technical condition . We have a whole range of means and techniques which can be used to accomplish the most diverse tasks in detecting superficial and concealed defects in simple and complex parts and designs, often without removing them from the aircraft.

The matter would seem to be clear: enterprises of the sector should be given appropriate control means and techniques and this will insure the necessary quality as to the technical condition of aviation equipment. This was precisely what they decided in 1963 when technical laboratories and groups for physical control techniques were set up at aviation technical bases and repair plants, equipped with centralized magnetic and ultrasonic defectoscopes, and training of technical personnel was organized.

The laboratories have done an enormous amount of work in past years. But refinements in aircraft, the appearance of wide-body airplanes, and the use of new materials now give them more serious tasks. The sphere of application of ultrasonic and eddy-current control techniques is growing more and more significant. Parallel with the development of new machines questions of control during the operations process are being solved and all the essential means are being built and introduced.

Expenses for this are entirely repaid in a short period of time because machine downtime and premature replacement of parts and assemblies are eliminated. Significant attention is paid to the mobility of the equipment. Portable defectoscopes of various types equipped with a large assortment of special sensors to perform multiple tasks are being built.

Two specialized institutes and a number of sectorial institutes are working on the development of nondestructive means of control in our country. But the series production of control equipment is limited and does not meet the demands of the economy. Furthermore, specialized means are needed. This is why many departments are carrying on their own development work and their own production of specialized means. This is also why GosNIIGA [State Scientific Research Institute of Civil Aviation] set up its head subdivision on nondestructive control.

The institute has developed several types of defectoscopes specially designed for the sector with no analogs in industry and has brought them to series production together with Civil Aviation Plant No 408. Our specialists are constantly helping the enterprises, conducting teaching method assemblies, and working out manuals on article control.

But all this is plainly inadequate. The small number of personnel in a division of the institute makes it impossible to solve all the problems of refining control at enterprises of the sector. But no one except our institute is working on questions of nondestructive control during repair and technical servicing of aviation equipment. Furthermore, the sector has practically no plants which could specialize in the development, production, and repair of nondestructive control equipment. As a result, even those defectoscopes which have been developed on joint, with industry, specifications and have gone through interdepartmental and state testing will not be found at aviation enterprises.

The earlier defectoscopes have become obsolete. Many of them are out of order and there is no organization able to repair them. Practically no new equipment is being received, although the enterprises send orders to Aviatekhsnab [possible Aviation Technical Supply Organization] year after year. Thus, only four aviation technical centers and three plants have DUK-66p ultrasonic defectoscopes. There are just a few TVD defectoscopes, produced by Plant No 408, per administration because only 100 of them have been made in three years. And this is at a time when the demand for these instruments is about 1,000! Moreover it is becoming obsolete, even before we supply it to our enterprises!

The plan for 1982 assigns Plant No 408 to develop a portable magnetic defectoscope which the enterprises need very much. The instrument was developed by our institute and there is a working model that was successfully tested in detecting defects in the IL-76 at Repair Plant No 402. But there are real fears that fulfillment of the assignment will drag out for 2-3 years, and then we will again see tiny batches of 20-30 units a year.

The current system of acquiring nondestructive control equipment through oblast divisions of Gossnab has proved inefficient. It is essential to organize centralized ordering and delivery. Our institute has done a great deal of work in this direction together with GUERAT [possibly Main Administration for Operation and Repair of Aviation Equipment], GUZSANT [expansion unknown], and the Aviaremont [Aviation Repair] All-Union Association. A list of equipment has been worked out and the requirements of civil aviation enterprises for this equipment determined. The question of organizing centralized ordering through Gossnab is being decided.

But all this will not completely solve the problem of supplying the necessary means and equipment to the enterprises. Some types of defectoscopes are being produced in limited quantities. A number of instruments in series production do not meet the requirements of operations control. To develop and build specialized defectoscopes suitable for control of equipment in shop and airfield conditions we must assign a plant at which a design group will be set up and experimental production organized.

The question of training and retraining specialists for work in nondestructive control services is critical. Technical studies and short courses are not producing the needed results. We must train highly qualified engineers and technicians who know the design of aircraft and their engines, the fundamentals of their operation and repair, and of course, the methods of nondestructive control.

At the present time the USSR Ministry of Higher and Secondary Specialized Education has established a specialization called "Physical methods and instruments for quality control." But the five institutes assigned to train engineers in this specialization are unrelated to aviation. The problem of training and retraining specialists for civil aviation enterprises can only be solved by organizing study based at departmental schools. For example, MIIGA [possibly Moscow Institute of Civil Aviation Engineers] could organize a department to train and retrain engineers for work in the field of nondestructive control and diagnosis. It would be wise to train specialists with secondary education at one of the technical schools, for example in Yegor'yevsk.

As we can see, the main problems in development of means and methods of nondestructive control in the sector are the problems of equipment supply and training specialists. A further increase in the quality of technical servicing and repair of contemporary aircraft depends on solving them. It is naive to think that this complex of problems can be solved by an institute division which has 15 employees. There must be effective help from the administrations of the Ministry of Civil Aviation: The Main Scientific-Technical Administration, GUZSANT, GUERAT, and the Administration of Educational Institutions, as well as the Aviaremont All-Union Association. And there must be not simply help, but also direct participation in considering those questions which demand organized interdepartmental solutions.

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PILOT QUESTIONS NECESSITY OF REVERSE THRUST IN ALL LANDINGS

Moscow VOZDUSHNYY TRANSPORT in Russian 14 Sep 82 p 2

[Article by V. Gerasimov, pilot-engineer: "Is It Always Necessary to Reverse the Engines?"]

[Text] How should we "brake" an aircraft which has picked up great speed in the air and keeps its momentum even after its wheels touch the runway? When aviation switched to jet traction this question became especially critical and the system of reversing the thrust of the engines was added to the many techniques of stopping forward motion during landing. But years have passed and runways are becoming longer and more sophisticated. It seems to me that reversing the engines does not always fit its initial purpose anymore. I will try to explain.

The work of reversing the thrust creates additional mechanical and temperature loads on the design of the engine and the airplane and also on the surface of the runway. Particles of asphalt, concrete, or bitumen knocked loose by the powerful stream of gases may get into the engines, and this means substantial damage.

Furthermore, the design of the reverse control levers on the Tu-154 and Tu-134 airplanes does not preclude the possibility of nonsynchronous engagement of the reverse thrust of the engines, which causes unexpected and undesirable lateral moments.

Therefore, I think, it is worth discussing procedures for using the thrust reverse. With the current technique for using thrust reverse the Tu-154 and Tu-134 stop their run in 200-300 meters, which leaves more than a kilometer for a 3,000-meter runway. In addition, the crew always has the right to use a thrust reverse at any point until the aircraft is completely stopped or to engage it in any stage of the run. But why, for example, should the reverse thrust be engaged with a Yak-40 airplane landing on a runway 2,000 meters or more long? Practice demonstrates that in most cases there is no need to reverse the engines. All that is needed is great precision in landing, and crew discipline.

The crew members are highly qualified, conscientious aviation specialists. They are the ones most interested in insuring flight safety. It seems to me that they need to work out procedures for using the thrust reverse in each concrete case taking into account the length of the runway, landing weight, and external factors. First, of course, they should be supplied with scientifically sound recommendations on carrying out such a landing. And then the economic impact from introduction of this measure will not come into conflict with the requirements of flight safety Representatives of ULS [Flight Services Administration], inspectors GUERAT [Main Administration for Operation and Repair of Aviation Equipment], UNS [expansion unknown] of the Ministry of Civil Aviation, and of course, GosNII GA [State Scientific Research Institute of Civil Aviation] must express their opinions on solving this question.

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CROP DUSTING STATISTICS FOR CEMA MEMBER-COUNTRIES

Moscow GRAZHDANSKAYA AVIATSIYA in Russian No 9, Sep 82 pp 12-13

[Article by S. Rodionov, chief of the Administration for Use of Aviation in the National Economy of the Ministry of Civil Aviation: "In Clore Cooperation"]

[Text] Cooperation among CEMA members in the field of civil aviation is growing broader with each year. Questions of efficient use of airplanes and helicopters in the national economy occupy a significant place in this work. In October 1969 representatives of the CEMA countries signed a special agreement to coordinate this work. This agreement contemplates strengthening ties among aviation enterprises in the following principal areas: the use of aviation in agriculture, logging, aerial surveying, and geological exploration; the performance of construction-installation and other special jobs with aviation; development of technical and economic specifications for new classes of airplanes and helicopters and their special equipment; scientific-technical development; training of flight and technical personnel; insuring flight safety; and, labor planning and payment.

As a result of the collective efforts of the aviation enterprises of the CEMA countries numerous fundamental documents of great practical significance have been worked out: "Methodology for Calculating the Economic Efficiency of Work by Agricultural Aviation of Enterprises (Organizations) of the CEMA Countries Participating in the Agreement on Questions of Cooperation in the Field of Application of Aviation in the National Economy" and "Uniform Methodology for Compiling an Analysis of the Situation with Flight Safety and Development of Steps To Prevent Air Accidents."

Working together we have developed technical specifications for aviation equipment used in the national economy and are conducting planned research on a broad range of applied questions. In the period from 1976 to 1980 alone several important studies were completed: "Development of Technical Specifications for Special Instruments for Agricultural Airplanes and Helicopters and Methods of Automatically Marking Approach Runs When Working Fields," "Research for the Purpose of Improving the Efficiency of Agricultural Airplanes and Helicopters in Use," and "Development of the Methodology for Training Flight Personnel for Agricultural Aviation."

Several other timely studies that involve a number of fundamental issues should also be mentioned. Among them are "Improving the Organization of Production in the Area of Use of Aviation in the National Economy," "Improving the Technology of Aviation Chemical Work," "Development of Means and Methods of Aerial Spraying That Reduce the Drift of Chemicals and Substantiating the Possibility of Decreasing the Size of Protective Zones," and "Survey of Individual Protective Gear Used in Performance of Aviation Chemical Work."

The aviation enterprises of the CEMA countries that participate in the 1969 agreement regularly exchange work know-how. The experience of the Soviet Union, which is the world leader for use of aviation in the national economy, in particular in agriculture, is unquestionably of great interest. In our country airplanes and helicopters have become an established part of the complex of machinery that insures industrial technology in agricultural production. In its study "Development of Aviation Equipment for the Purpose of Intensification of World Production of Food," the European Economic Commission of the United Nations considers the broad use of aviation in the USSR an example of intensive development of agricultural aviation.

Increasing the Total Volume of Aviation Chemical Work for a Number of CEMA Countries (Bulgaria, Hungary, East Germany, Cuba, Poland, the USSR, and Czechoslovakia) from 1977 to 1981

Year	Without USSR, hectares	With USSR , hectares
1977	21,160,000	111,560,000
1981	29,565,000 (39.7%)	129,974,000 (16.5%)

The Soviet Union generously shares its rich experience in special types of application of aviation in the national economy with participants in the agreement. On the other hand, the USSR finds it very useful to borrow new and progressive developments in this field from the CEMA countries.

Our country, of course, has the All-Union Scientific Research Institute on the Use of Aviation in the National Economy (VNII PANKh). There is no other institution in the world like it. The institute works on refining and developing new ways to use airplanes and helicopters in sectors of the economy and cooperates actively with the scientific institutions of other ministries and departments.

All new developments and refinements from VNII PANKh are promptly brought to the attention of the collectives of the enterprises of the CEMA countries who are participating in the agreement on use of aviation on the national economy. The aviation enterprises of these countries are constantly exchanging information on flight and technical operation of aircraft in special types of work, on the organization and performance of aviation chemical treatment of agricultural land, and on economic indicators achieved. Consultation meetings are organized right at the aviation enterprises. The specific features of the organization of particular types of aviation use are studied at such meetings.

The Soviet Union also gives direct practical assistance to the countries of the socialist community in performance of certain types of aviation work. In the Mongolian People's Republic our crews destroyed pasture pests over an area of several million hectares and carried out weed control work on hundreds of thousands of hectares of fields. Aeroflot aircraft were used to dust vineyards in Bulgaria, orchards and tobacco plantations in Hungary, and grain fields in Czechoslovakia.

Soviet civil aviators cooperate closely with the Agrarflueg aviation enterprise of the German Democratic Republic. Each year Aeroflot assigns airplanes and helicopters outfitted with the appropriate agricultural equipment and flight-technical personnel to this enterprise at agreed times. Socialist competition has been organized with agrochemical centers of the republic.

Last year Aeroflot treated 550,000 hectares of land in East Germany. This spring 57 of our An-2 airplanes and six Mi-2 helicopters worked there again. As before, the East German farmers had high praise for the work of the Soviet aviators.

Cooperation by participants in the agreement is producing good results. Thus, in the last five-year plan (1977-1981), the total volume of aviation chemical work in Bulgaria, Hungary, East Germany, Cuba, Poland, and Czechoslovakia increased from 21,160,000 hectares to 29,565,000 hectares or 39.7 percent. The greatest increase in aviation chemical work during this time took place in Poland and Czechoslovakia

While increasing the volume of aviation chemical work on the basis of mutually advantageous cooperation, the aviation enterprises of the fraternal socialist countries are working hard to increase the yield of the fields, meadows, pastures, orchards, and vineyards. They are making an ever-larger contribution to providing food for the population and agricultural raw material for industry.

Growth in Volume of Aviation Chemical Work in a Number of CEMA Countries in the Last Five Years

Countries	1977, 1000's of hectares	1981, 1000's of hectares	Growth, 1000's of hectares	Growth, %
Poland	2,885	6,320	3,435	219.1
Czechoslovakia	2,780	5,289	2,509	90.2
Republic of Cuba	2,440	3,395	955	39.1
East Germany	3,800	4,692	892	23.5
Hungary	4,020	4,943	923	23
USSR	90,400	100,409	10,009	11.5

In October of 1981 the 4th scientific-technical conference of CEMA countries on questions of the use of agriculture in the national economy was held in Minsk to define ways of further cooperation. There were 206 specialists from Bulgaria, Hungary, Vietnam, East Germany, Cuba, Poland, Romania, the Soviet Union, and Czechoslovakia participating in the work of the conference, in addition to representatives of the CEMA Secretariat. Representatives of the Democratic Republic of Afghanistan and the People's Republic of Mozambique attended as observers.

The delegations of the CEMA countries which participated in the work of the conference included, in addition to aviation workers, representatives of enterprises and organizations of the ministries and departments of agriculture, logging, fishing, electrification, geology, geodesy and cartography, aviation, petroleum, gas, chemicals, machine building, foreign trade, public health, and certain other economic sectors.

There were 75 reports, co-reports, and communications which reflected all the principal tasks of special-purpose aviation in the near future and remote future. Among these tasks are: the condition of and ways to improve airplanes and helicopters, their special equipment, and ground machinery; prospects for the development of airplanes and helicopters and their special equipment; standardization of methods of studying and evaluating the characteristics of agricultural aviation equipment; the organization of production and management; training flight personnel; improving flight-methodological work; technical servicing of aircraft; the present state and prospects for development of aviation technologies and techniques; problems of raising the economic efficiency of aviation use; the current state and prospects for production of chemicals; aviation means and methods of environmental protection and, the organization of medical care and labor protection.

During the work of the conference there was an exhibition of aviation equipment used to serve the national economy. The exhibition featured airplanes and helicopters built in the Soviet Union and Poland as well as various kinds of special equipment, models, stands, loading-unloading machinery, and other devices.

Participants at the conference adopted a resolution which emphasized its great scientific and practical value. The resolution expressed a desire to conduct similar conferences at least once every five years.

The conference held in Minsk gave new impetus to the development of special-purpose aviation in the CEMA countries. Based on our collective experience we must continue persistently improving the technology of aviation service to sectors of the economy, streamline the organization of work, modernize existing aviation equipment and create new, even more productive equipment while striving to standardize it and attain a technical level that not only corresponds to, but exceeds world models.

The May 1982 Plenum of the CPSU Central Committee opened broad prospects for agricultural aviation. As a constituent part of the enormous agroindustrial complex being formed in our country, agricultural aviation is expected to play an important role in carrying out the Food Program worked out by the Communist Party. And we can be confident that the experience of USSR aviation workers in meeting this vitally important challenge will help further intensify and expand fruitful cooperation among the CEMA countries in the field of use of aviation in the national economy.

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11,176
CSO: 1829/009

BRIEFS

MOSCOW, RWANDA AIR ROUTE--On June 11 a new international route opened, linking Moscow with the capital of the Republic of Rwanda. Aeroflot's comfortable TU-154 aircraft will fly the 7,805-kilometer route. The flight will take 10 hours and is scheduled for once per month, on second Mondays. Having departed Moscow at 2:50 in the morning, the plane will make stops at Odessa, Cairo, and Nairobi on its way to Rwanda's capital, Kigali. [Moscow VOZDUSHNYY TRANSPORT in Russian 12 Jun 82 p 4]

CSO: 1829/25

ROLE OF MOTOR VEHICLES IN FOOD PROGRAM

National Plans

Moscow ZA RULEM in Russian No 8, Aug 82 pp 2-4

[Article by A. Kobzev: "The Food-Supply Program and Motor Vehicle Manufacturing. Transportation Support of the Agro-Industrial Complex Is One of the Most Important Tasks of the Food-Supply Program"]

[Excerpt] The Food-Supply Program has a comprehensive character. This means that many branches of the economy are united in the program and their balanced development is provided for in the program. Motor vehicle manufacturing has its place in the program. This industry has been called upon to make a substantial contribution to the fundamental improvement of transportation service for the agro-industrial complex. Motor vehicle manufacturing has also been called upon to make a contribution to reducing expenditures of labor and materials in transportation and reducing the time of the "collective farm field to retail store counter" cycle. To solve these problems, it has been planned to increase deliveries of trucks to rural areas by a factor of 1.5 and improve provisioning of the agricultural motor vehicle pool with tractor-drawn equipment and spare parts. Thus, 3-3.06 million trucks will be delivered to rural areas in the 1981-1990 period, whereas this total was 2.026 million during the 1971-1980 period.

Expanding the list of trucks and specialized motor vehicles for agriculture, envisaged in the Food-Supply Program, requires a certain re-structuring in the operation of the motor vehicle industry. In the forefront are problems involving qualitative improvement of equipment and increased productivity and efficiency of equipment. This means that we must increase production of diesel-engine vehicles, specialized motor vehicles, semi-trailers, and trailers for motor vehicles and tractors. Our industry is now manufacturing 60 models of motor vehicles and tractor-trailers to meet orders from the agricultural sector. By the end of this 5-year plan, 13 new models will have been produced; an additional 20 new models are planned for production in the next 5-year plan. In accord with the tasks for producing new equipment, the USSR Ministry of the Automotive Industry developed and began implementing a large construction program with the aim of introducing new production capability.

As a result, even in the present 5-year plan, the agricultural sector will receive, for the first time, new-production KAZ [Kutaisi Automotive Plant] and "Ural" transport trucks with diesel engines. New production capability will be completed in 1985 at the Kutaisi and Miass plants, intended to produce, respectively, tractor-trailers with a load capacity of 11.5 tons (6.5 tons for the tractor, 5 tons for the trailer) and vehicles with a load capacity of 7 to 8 tons. The designs of these new models have already been developed, tested and recommended to be put into production. The main value of these new models is their capability to work together with grain-harvesting combines and to receive threshed grain from the combines while the harvesting is in progress. During the mass harvesting of sugar-beets and vegetable crops, the agricultural vehicles will be able to operate quite well in wet soil, thanks to four-wheel drive. The Gorkiy, Zaporozh'ye, Kremenchug, and Kama River Motor Vehicle Plants, the All-Union Industrial Association "Soyuzpromoborudovaniye" [expansion unknown] and other enterprises is the automotive branch of industry will take an active part in equipping the agricultural sector with KAZ and "UralAZ" [Ural Automotive Plant] vehicles. The Central Committee of the Georgian Communist Party and the Chelyabinsk Oblast CPSU Committee are constantly monitoring the progress of construction and other work in Kutaisi and Miass and are providing necessary help to the workers of the automotive plants.

Vehicles from the Gorkiy plant presently make up about 70 percent of the total number of trucks in rural areas. These trucks perform a large part of the intra-farm and inter-farm transportation work. In the future, the GAZ [Gorkiy Automotive Plant] will switch to production of diesel-powered tractor-trailers with a load capacity of nine tons. When the planned volume of production for these new trucks has been attained, the switch to diesel power will save about 2 million tons of motor fuel per year and will reduce the need for drivers by more than 300,000 men. In response to the decisions of the May (1982) Plenum of the CPSU Central Committee, the Gorkiy automotive workers decided to speed up the comprehensive testing of the new vehicles so that extensive preparations for producing the vehicles can be developed in the Twelfth 5-Year Plan.

KamAZ [Kama River Automotive Plant] vehicles are playing an ever-increasing role in transportation of agricultural goods. These vehicles gave an especially good account of themselves during the mass transport of grain at the peak of the harvest work. In this regard, the central tasks for KamAZ workers are to speed up the complete implementation of the second phase of production at the enterprise and increase, as much as possible, the production of highly efficient vehicles. Most of all, the rural laborers are awaiting massive deliveries of all-terrain KamAZ-4310 vehicles. The Kama River Automotive Plant, the Neftekamsk Dump Truck Plant and the Krasnoyarsk Truck Trailer Plant are completing work on a tractor-trailer and a tank-trailer for liquid compound fertilizers. Their intention is to begin serial production of these vehicles as early as 1983. In the long term, these vehicles will also be used to transport chemical preservatives of fodder. The KamAZ workers must produce truck bodies with larger side panels, as well as changeable truck bodies, including truck bodies to be used as temporary field storage units.

In rural areas, ZIL [Likhachev Automotive Plant in Moscow] vehicles have a good reputation. They transport about 20 percent of the goods in rural areas.

Now the capital's automotive workers are getting ready to switch to production of new diesel tractor-trailers with a load capacity of 12-14 tons. A significant portion of these new vehicles will be delivered to the agricultural sector. In connection with this, a large new plant will be built in the city of Yartsevo in Smolensk Oblast, as will a large foundry, and specialized press production will be set up at the main Likhachev plant in Moscow.

The proportion of increased load capacity MAZ [Minsk Automotive Plant] and KrAZ [Kremenchug Automotive Plant] trucks involved in rural transportation is not large (only about 3 percent), but they place an essential role in rural construction, as well as in land-reclamation operations. Naturally, the importance of these trucks will increase even more when large agro-industrial complexes are established. In this regard, the workers at both plants must search for possibilities to increase production of dump trucks particularly, and be more actively involved with mastering the new models, especially at the KrAZ.

As is well known, uninterrupted operation of motor vehicles depends, to a large extent, on supplying spare parts to motor transport and repair enterprises. This is esxpecially important in rural areas, since the lack of nearby industrial enterprises capable of giving technical assistance to kolkhozes and sovkhozes often leads to entended down-times for vehicles. Now the GAZ, ZIL, MAZ and YaMZ [Yaroslavl Engine Plant] are often to blame for extended down-times of many thousands of vehicles during the peak periods of sowing, fertilizing and harvesting. According to calculations by specialists, these plants alone have a delivery shortfall of about 1,000 types of spare parts, compared to technically-based delivery norms. The USSR Ministry of the Automotive Industry has tasked its enterprises to seek out resources to overcome this major shortcoming.

It is advantageous in rural areas to use trucks and tractors with trailers, particularly K-700 and T-150K high-powered tractors, for many types of transportation operations. The Ministry of the Automotive Industry is the main supplier of trailers for these high-powered tractors. There must be a major re-tooling of production at the ministry's tractor trailer plants in Orsk, Balashov and Ishim, and at "Kirgizavtomash" [expansion unknown]. This must be done to guarantee that production will increase by 25-30 percent during the Eleventh 5-Year Plan and increase by a factor of 1.5 during the Twelfth 5-Year Plan. It is planned to increase production at very rapid rates for 12-ton trailers, without which we cannot fully utilize the potential of powerful wheeled tractors.

Especially important is the ever more complete satisfaction of agriculture's demand for trailers with truck bodies, with a 45 cubic meter capacity for harvesting grain crops. Production of these vehicles must be increased by a factor of 1.5. Construction of a new production facility is now in progress at the Dzhankoy Machine-Building Plant. The new facility will handle additional production of truck bodies for the 45 cubic meter capacity trailers, and is supposed to go into operation by the end of the 5-year plan.

The output of the automotive industry is also widely used by the service sector in rural areas. UAZ [Ul'yanovsk Automotive Plant] buses and medical vehicles using the same wheelbase are the basic means of transportation for medical and social services. UAZ passenger cars aid efficient management of farms, as do veterinary vehicles produced in considerable quantities on the same wheelbase. Inter-rayon passenger transportation is supported mainly by vehicles from the Pavlov and Kurgan Bus Plants.

We must specially allocate refrigerator vehicles. These are irreplacable vehicles for long-distance transport of many types of perishable products. Production of these vehicles is now much less than the demand. To eliminate the disparity which has arisen, the USSR Ministry of the Automotive Industry planned some measures for expanding the production of such vehicles and trailers. In particular, such production was set up at the Baku Specialized Motor Vehicles Plant, the Tiraspol and Krasnoyarsk Automotive Trailer Plants, and the Odessa Automotive Assembly Plant. Considerable sums of money are to be spent to renovate and expand these plants.

Undoubtedly, we still need to make considerable efforts to improve automotive transport service for the rural populace, particularly to increase sales of vehicles for personal use.

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National Statistics

Moscow EKONOMICHESKAYA GAZETA in Russian No 33, Aug 82 p 1

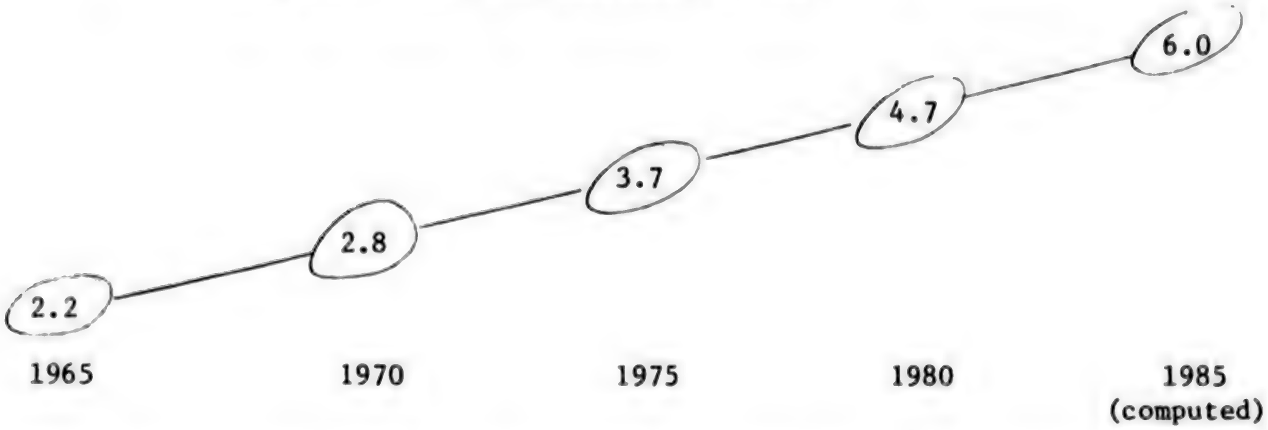
[Text] The USSR Food-Supply Program. Motor Transport in rural areas.

Diagram 1. Truck Deliveries to the Agricultural Sector (Including Specialized Trucks, in thousands)

1981-1985 (planned)	1460
2976-1980	1342
1971-1975	1102
1966-1970	717
1961-1965	421

Motor transport has an important place in transportation support of the agro-industrial complex. The volume of goods transported just by the motor transport resources of kolkhozes, sovkhozes and other enterprises and organizations subordinate to the agricultural ministries and departments more than doubled during the last three 5-year plans, totaling 4.7 billion tons in 1980. New goals must be attained in the Eleventh and Twelfth 5-Year Plans. As can be seen in diagram 2, the volume of transport in 1985 will increase to 6 billion tons. In his report at the May Plenum of the CPSU Central Committee, L.I. Brezhev noted: "in every rayon, oblast and republic, a precise system of measures to assure the uninterrupted operation of transportation organizations must be thought-out and implemented."

Diagram 2. Volume of Goods Transported by Motor Transport Resources of Kolkhozes, Sovkhozes and Other Enterprises and Organizations Subordinate to the Agricultural Ministries and Departments (In Billions of Tons)



The level of technology at motor transport organizations is rapidly rising. During the next 10 years, we plan to deliver 76-78 thousand refrigerator trucks to the branches of the agro-industrial complex and to the general-purpose transportation sector. For the agricultural sector, 3.0-3.06 million trucks will be earmarked. In the Eleventh 5-Year Plan, it is proposed to establish a production capacity of 20,000 tractor-trailers per year for agricultural purposes at the Kutaisi Automotive Plant, plus 10,000 all-terrain vehicles with a load capacity of 7-8 tons, at the Ural Automotive Plant.

Photographs: New ZIL-130 trucks with the State Mark of Quality roll off the assembly line at the I.A. Likhachev Automotive Plant in Moscow; grain from the new harvest arrives continuously at the Filonovskiy Grain Products Complex in Volgograd Oblast.

RSFSR Plans

Moscow EKONOMICHESKAYA GAZETA in Russian No 33, Aug 82 p 2

[Interview with Ye.G. Trubitsyn, RSFSR Minister of Motor Transport]

[Text] [Question] Yevgeniy Georgiyevich, transportation support of the agro-industrial complex is one of the important tasks of the Food-Supply Program. What part will the workers of the transportation sector play in implementing the Food-Supply Program?

[Answer] The decisions of the May (1982) Plenum of the CPSU Central Committee require us to significantly improve transportation service for agriculture directly as well as for other branches of the agro-industrial complex: construction and road-building organizations, plus the rural population.

Together with the Presidium of the Central Committee of the Motor Transport and Highway Workers' Labor Union, the RSFSR Ministry of Motor Transport has defined specific tasks for transportation directorates, motor transport and industrial enterprises, labor union committees in krays, oblasts and enterprises, to improve service for the entire agro-industrial complex. Overall, by 1985, annual transport volumes for agricultural goods should increase by 30 percent, compared with the 1980 level, and by 1990, should increase by 70 percent.

It is also proposed to increase the volume of transport of fruits and vegetables by general-purpose transport vehicles, from the northern Caucasus and Volga regions to the industrial centers of the RSFSR. It has been decided that the yearly increases in volume for this kind of transportation should be 7-10 percent.

The social restructuring of rural areas is an important problem which assumes, in particular, an improvement in transportation service for the rural population. During the Eleventh 5-Year Plan alone, an additional 1,045 regular bus routes will be opened in the Twelfth 5-Year Plan. In the Eleventh 5-Year Plan, 32,000 buses will serve on these routes, and 39,000 buses will serve in the Twelfth 5-Year Plan. A successful resolution of this problem will rest upon a completely realistic basis and will enable us to provide regular bus transportation, during the Eleventh and Twelfth 5-Year Plans, between kolkhoz and sovkhoz farm centers and rayon centers, in these areas where there are motor vehicle roads.

Finally, while examining long-term prospects, we mustn't remain silent about the present. During the first year and a half of this 5-year plan, the motor transport branch workers have transported more than 4 billion tons of freight. They transported more than 70 million passengers per day. They transport about 500 million tons of agricultural goods and goods for the agricultural sector per year. Among the leading organizations, I will point out the Middle Volga, North Caucasus, Lower Volga, Orenburg, South Urals, Middle Urals and Main Krasnodar Motor Transport Directorates. This year will be a serious test for the motor transport sector. A great deal depends on the transportation workers. About 30 oblasts are already engaged in harvest work.

Overall, more than 400,000 motor vehicles have been committed to harvest work in Krasnodar and Stavropol krays, in Rostov, Saratov and other oblasts in the RSFSR. Our equipment has been put into full field readiness in the Urals oblasts, where the harvest work is just beginning. Together with agricultural procurement organizations in these and other oblasts, we have developed schedules and work plans, and we have organized and strengthened technical services.

[Question] The RSFSR Ministry of Motor Transport is not only concerned with transportation of goods, it has its own industrial enterprises and educational institutions. What will be their contribution to solving the new tasks?

[Answer] First of all, let's talk about the industrial enterprises. They have been assigned the most specific tasks. For example, in the Eleventh 5-Year Plan, these enterprises will manufacture, for the agricultural sector, 280,000 platform truck bases for tractor trailers, and 325,000 bases during the Twelfth 5-Year Plan. It is very important in rural areas to have good garage equipment available, and have a reserve of spare assemblies and parts for vehicles. During the current 5-year plan, there will be 26.5 million rubles' worth of spares produced, but in the next 5-year plan, the production total will be 30 million rubles.

As regards our repair enterprises, it is planned that they will perform major repairs on 15,000 motor vehicles, 45,000 automotive engines and 16,000 sets of components for the rural sector prior to 1985. Also, the amount of maintenance for the rural populace's public transportation will be increased; by 1985, the increase will be 40 percent, compared with the 1980 level; by 1990, the increase will be two-fold.

Now let's talk about our network of educational institutions. A task has already been assigned to these institutions for the present; they must completely satisfy the demands of kolkhozes, sovkhozes and other agricultural enterprises for training a cadre of drivers. Each year, the number of candidates for training as drivers become more precise. Special groups are being organized in rural areas, where those interested in attaining this skill can study while continuing their normal work.

[Question] In your opinion, which problems must be resolved, so that transportation support of the agro-industrial complex can be improved, so that transportation cost in agricultural production can be reduced?

[Answer] Obviously, departmental separatism in rolling stock must be considered to be one of the obstacles in the way of a sharp increase in efficiency for transportation support in the agro-industrial complex. Besides general-purpose motor vehicles, which now transport about 500 million tons of agricultural goods per year, motor vehicles from another 11 ministries and departments provide service to the agro-industrial complex. And the problem with this is that the use of these additional motor vehicles, numbering about 1.5 million trucks, is very poorly coordinated.

Of course, the dispersion of motor vehicles throughout small motor transport enterprises is not condudive to increased efficiency in transportation service. As a result, there are a lot of empty runs by motor vehicles.

Obviously, it became necessary to make general-purpose motor transport responsible for delivering and sending all sovkhoz and kolkhoz goods, including agricultural products during the harvest period. Of course, general-purpose motor transport was reinforced accordingly, in view of the significant increase in transport volume. It also became necessary to concentrate the motor transport resources of the Soyuzsel'khoztekhnika [Agricultural Equipment Association] and the Goskomsel'khoztekhnika [State Committee for Supply of Production Equipment for Agriculture] on transportation of agricultural machinery, repair parts, assemblies and components, as well as mineral fertilizers. By the way, the Goskomsel'khoztekhnika uses about one-fifth of its motor vehicles to transport freight for industrial sectors which are not a part of the agro-industrial complex. The transportation resources of the kolkhozes and sovkhozes must be utilized more efficiently for intra-farm operations.

Oblast and rayon agro-industrial associations are being set up now; management of transportation service must be quickly brought into line with the demands of the times, and every possibility for improving the management must be utilized. Also, deliveries of motor vehicles could probably be planned differently. The sphere of activity of the motor vehicles must be taken into account. The practice of distributing motor vehicles simply according to ministries and departments, without considering the make-up of the vehicles, is totally unjustified.

In accord with the 12 June 1979 decree of the CPSU Central Committee and the USSR Council of Ministries, the RSFSR Ministry of Motor Transport, including its scientific and scientific-production subunits, is working on the problems of improving its planning, improving the organization of transportation for the national economy's goods and improving the motor transport service for the populace.

In particular, the industry's Scientific Research Institute of Motor Transport is developing a number of topics based on the program approved by our ministry: "Methods of Improving the System for Transporting Agricultural Goods and Assuring That Agricultural Work Is Completed in a Timely Manner, That Goods Are Protected and that Efficient Use Is Made of Motor Transport's Rolling Stock."

[Question] What kind of measures are being taken by the ministry to improve the safe-keeping and quality of transportation for agricultural goods for this year?

[Answer] All motor vehicles intended for such transportation are being readied in advance. Truck bodies are being sealed, side panels are being extended. Every truck and trailer, without exception, is now being equipped with a protective cover for freight. Also, an effective form of control has been introduced into the motor transport sector, involving formal acceptance of a truck and trailer by a special commission at an enterprise before the vehicles are sent to the harvest. If the commission is satisfied that the equipment is completely ready, the driver is given a "Readiness Passport." Enterprises are now sending trucks to the harvest with no less than 15,000 kilometers' worth of operation remaining before the next scheduled maintenance.

Also, the condition of the "grain" routes and approach lines are checked before the start of the harvest. If necessary, these routes are repaired.

Yet, losses of agricultural products are tolerated. We are also to blame for this problem. Unfortunately, proper emphasis is not being placed everywhere on the significance of better labor organization.

While I am speaking about the quality of transportation, I would like to advise agricultural specialists to make more extensive use of the so-called transshipment method for harvesting sugarbeets, potatoes and vegetables. This involves preliminary preparation of agricultural products for transport at storage pit areas next to roads and at sorting points in the fields, thus creating the pre-requisites for mass centralized transportation by combined groups of trucks, operating according to strict schedules. It was this very method that was used by agricultural specialists and specialists from the motor transport directorates in Belgorod and Voronezh oblasts and in Stavropol Kray. As a result, losses during transportation have been sharply reduced in those areas. Orel and Kursk oblasts are lagging behind in this matter, and the efforts of specialists in several other oblasts have not yet produced the desired results.

And there is another problem. Motor transport workers do not work in isolation; they are the connecting link between the shipper and the consignee. When transportation is especially intense, it must be organized according to a single plan which is obligatory for all participants in the transportation process. We have already had experience in organizing such a plan in Volgograd, Orenburg and Chelyabinsk oblasts. The motor transport directorate in Krasnodar Kray works in the same manner.

Unfortunately, it is still a frequent occurrence for motor vehicles to accumulate at unloading points. When this happens, people say: "The transport workers are not holding to their schedule." But the real cause of this occurrence often lies in poor organization of freight receiving. I am not saying this to justify the transport workers--they are to blame for vexacious break-downs--but to emphasize the significance of friendly, joint efforts by the members of the entire complex.

[Question] You spoke about the experience of working according to a single plan for all participants in the harvest. Please tell us more details about such a plan. What kind of work experience of advanced transport workers is worth disseminating?

[Answer] The experience, which I mentioned, is known as the Saratov Method for organizing the planning and management of transportation. This method presupposes extensive use of computers. The essence of the method is as follows.

During the process of harvesting and transporting grain, the situation at threshing floors and grain elevators changes practically every day. The grain transport schedule in force today, might turn out to be useless tomorrow. Therefore, the Saratov motor transport workers developed a program for planning and an information system; using these innovations will result in a single plan being prepared by the start of the next day for every threshing-floor, grain elevator and truck, taking into consideration actual conditions. In 1982, transportation of agricultural products in more than 300 rayons will be organized according to the Saratov Method. This method enables a sharp increase in truck productivity (30-50 percent). The RSFSR Ministry of Motor Transport, together with the USSR Ministry of Procurement, is continuing to work at extending the application of this method.

Rostov Oblast is the address of the second good experience. It was there that the work-team contract made its first appearance. I. Yaroshenko and V. Nosachev, general-purpose transport drivers in Rostov Oblast, came forward in 1975 as the initiators of the work-team contract for transporting harvest products. The method enables a considerable increase in efficiency for transporting goods, plus a reduction in transport time. According to our preliminary figures, about 9,000 work-team contracts among motor transport workers will be in operation for transporting the products of this year's harvest. Of course, it is no coincidence that the highest rate of output per truck taking part in this year's harvest has been recorded by the motor transport workers in Saratov and Rostov oblasts.

It must be said that all these progressive transportation methods arose during the socialist competition among drivers and are also being improved, due to the socialist competition which, after the May (1982) Plenum of the CPSU Central Committee, is developing more extensively among the motor transport workers of the RSFSR.

9887
CSO: 1829/324

RAILROAD

RESULTS OF CHECK ON RAILROAD CAR USE IN SVERDLOVSK OBLAST

Moscow GUDOK in Russian 23 May 82 p 3

[Article by I. Golovanov, chairman of the oblast people's control committee, Sverdlovsk: "Encouraging Results of the Large-Scale Check on the Use of Railroad Cars in Sverdlovsk Oblast"]

[Text] Participating in the large-scale check on the use of the rolling stock in Sverdlovsk Oblast were people's controllers, Komsomol "searchlight crews," and specialists on the national economy. In the work a great deal of help was provided by the party gorkoms and raykoms, the local soviet organs, the administration of the Sverdlovsk Railroad and the transport prosecutor's office. The progress of the check was under the constant control of the CPSU obkom and the oblispolkom.

The results of the check were discussed in the collectives, were made known to the appropriate supervisors, and were reviewed in the meetings of the KNK [people's control committees]. At the request of the controllers, in the first quarter alone charges were brought against 79 supervisors guilty of violations of the railroad car loading and unloading regulations and responsible for above-norm layovers of these cars. Scores of the supervisors had to partially reimburse the state from their own pockets for the losses. By means of the press, radio and television these facts were given widespread publicity.

In planning the work of the watchdog groups and the city and rayon NK [people's control] committees efforts were made to proceed from concrete conditions. Thus, in Asbest, for example, attention was concentrated on the dissemination of the positive experience acquired by the Reptinskiy GRES and the Ural absestos combine Uralasbest with respect to the use of the transport means. The people's controllers saw to it that all the other city industrial enterprises and the collectives of stations Asbest and Izumrud took part in this work. As a result, in the first quarter the layover of railroad cars was reduced to a level 2 hours less than the norm. They thus succeeded in achieving a significant reduction of above-norm layover of cars for technological and freight operations at the railroad stations and industrial enterprises of Pervouralsk, Kachkanar and Alapyevsk.

The large-scale check-up helped to adjust the relationship between the people's control committees of various cities and rayons. For example, in Sverdlovsk, the watchdog groups found out that the paper and office goods plant was receiving a great deal of spoiled paper from the Turinsk cellulose and paper plant. The rolls are often loaded in bulk in defective and uncleaned cars. A production on this theme was shown on oblast television in the satirical program "Stop-kadr." The watchdog group of the Turinsk plant came up with a response very quickly. They carried out a check in the course of which they discovered that the railroad organization of the TsBZ [cement-concrete plant] was in a run-down state. In the rayon NK [people's control] committee there was an impartial discussion with the plant supervisors. Extraordinary measures were taken to get things shaped up.

The watchdog group of the Verkh-Isetskiy metallurgical plant established daily control over the processing of every car arriving at the plant and the contracting enterprises. The NK group obtained fulfillment of the plan of measures for development of the transport and warehousing organization. The railroad workers of the plant challenged the collective of the Sverdlovsk sorting station to socialist competition. The layover of the cars at the VIZ [Verkh-Isetskiy plant] is now 0.2 hours less than the figures in the norm.

The large-scale check revealed serious deficiencies in the use of the cars. In just 10 plants and combines of the Mintsvetmet [Ministry of Nonferrous Metallurgy] USSR the above-norm layovers in the first quarter amounted to 672,300 car-hours, the railroad lost 8,400 cars for loading, and the enterprises themselves sustained penalty losses which reached 1,163,500 rubles. It was not only metallurgy which was to blame for this. Substantial deficiencies were found in the work of a number of stations and branches of the Sverdlovsk Mainline. In the first quarter the daily loss of working inventory on the railroad exceeded 10,000 units. The watchdog personnel reported the instances of disruption of the transport of local freight and delivery of it to the approach tracks for the unloading front.

In the last five-year plan the road failed to put in operation 57.5 million rubles allocated for construction and reconstruction. In 1981 fulfillment of the work was nearly 15 million rubles short of the planned amount.

These and other materials of the check were reviewed in the oblast people's control committee and later in a joint meeting of the committee and the CPSU industry division with the participation of the executives of the administration of the Sverdlovsk Railroad and the transport prosecutor's office. A strict requirement was set up for the commanders of the industrial enterprises and the railroad subdivisions who were responsible for the inefficiency.

The check also showed that the Ural enterprises are suffering substantial losses of railroad cars through the fault of their associated enterprises from other regions of the country. The Krasnoural'sk copper smelting combine received from the production association Apatit 640 loaded mineral transport cars with malfunctioning pneumatic systems for opening and closing the matches. Because of the violation of the loading technology the concentrate froze at 100-150 millimeters. As a result it took 60.4 hours for cars to be unloaded at the copper smelting combine. The technology for shipping the frozen freight is being violated by the enterprises which are served by the workers of the Transbaykal and Tselinna railroads. The Verkhnetagil' GRES is constantly receiving Ekibastuz coal with pieces measuring up to 1-1/2 meters! In light of this I want to appeal to my colleagues--the people's controllers of the Transbaykal, Tselinna and other railroads--to intensify their vigilance and to obtain adherence to the loading technology.

The check has now been completed. What results has it given us?

In the first quarter 104 enterprises of the oblast succeeded in fulfilling the norm for the layover of cars. One-third of the total number of them achieved a considerable improvement in the work with the rolling stock. For the oblast as a whole the railroad car layover time was reduced by 0.1 hours as compared to April of last year. The campaign has determined the direction of the activity of the watchdog groups.

The oblast people's control committee recommended to all the city and rayon committees that after compiling the results of the large-scale check they report the results to the party and soviet organs and take all necessary measures to strengthen their control over the use of the transport means during 1982.

7962
CSO: 1829/327

BRIEFS

RAILROAD COMPLETED--Tyumen Oblast--Laying of the rails for the 712-kilometer railroad Surgut-Urengoy has been completed. The track-layer arrived at the final point of destination, the city Novyy Urengoy. The new road connects the oil and gas extracting regions of the oblast with the transport network of the country. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 29, Jul 82 p 3] 9035

CSO: 1822/250-A

PROBLEMS IN RIVER TRANSPORT OF FOOD

Grain-Loading Equipment Outdated

Moscow VODNYY TRANSPORT in Russian 13 Jul 82 p 2

[Article by I. Khabarov, chairman of the People's Control Group of the Port of Volgograd: "The Seasonal Pattern Is No Justification"]

[Text] Six of the eight Volgograd grain docks are capable of loading "Volgo-Don" vessels. However, an analysis shows that it is not always advantageous to load them with large shipments of grain. The low productivity of loading operations at most docks actually nullifies the undisputed advantages of using the up-to-date large vessels in carrying the harvest. Unfortunately, you have to come to this conclusion when you see the irrecoverable losses of the carrying capacity of the vessels at the height of the harvest, losses which occur at the very beginning of the grain's trip because ships stand idle beyond the normal periods allowed.

Strictly speaking, there are two docks--in Volgograd and Kamyshin--which fully meet all the requirements for handling up-to-date vessels. Matters now stand considerably better in Dubovka as well, where the pile wharf has undergone reconstruction and the wooden piles replaced by metal ones. A mobile conveyor makes it possible to ship out the grain without the usual extra unproductive time the vessel must remain in the dock.

This example indicates that if the Volgograd Oblast Grain Products Administration took the proper attitude toward the important task of the day, it would be possible to put order in its dock management. Complete replacement of the small-capacity scale, the outdated narrow conveyor belts, which considerably reduce the traffic capacity of the docks, would not require particularly large outlays of capital.

The Volgograd procurement people also need to work out a uniform and consistent technical policy for reconstruction of grain wharves on the reservoir. It does not exist at present, and as a result the steps they take are not yielding the expected result. And no result can really be counted on when reconstruction is done even without project plans, on an ad hoc basis.

This is occurring because it seems that the wrong attitude is taken in the oblast grain products administration toward the seasonal nature of the work. Seasonality is not a reason for a slackening of efforts. On the contrary, the time limit on grain shipments imposes a still stricter demand for all links in the transportation conveyor.

Procurement Officials Answer Criticism

Moscow VODNYY TRANSPORT in Russian 13 Jul 82 p 2

[Text] D. Gorshkolepov, acting chief of the Saratov Oblast Grain Products Production Administration, has responded as follows to a critical article published in the column "People's Control on the Watch" on 1 June 1982 under the headline "The Grain Cannot Wait":

Joint measures have been drafted with the Saratov riverport, the technical section of the railway, and the Saratov branch of the Volga Valley Railroad to ensure that vessels are unloaded continuously at the docks of the Saratov Oblast administration. This will make it possible to correct the shortcomings which have brought about the idle time of the fleet, to do the necessary dredging work on the approaches and at the docks themselves, and to guarantee a continous speed of cars to be loaded with grain. Measures have also been provided for that will eliminate grain losses in shipment and unloading.

A telegram has been received from Comrade T. Antonov, chief of the Yaroslavl Oblast Grain Products Administration. In response to the article "The Grain Cannot Wait" he reports to us that dredging work has been done at all docks, the organization of work has been improved, and measures have been outlined jointly with the Yaroslavl and Rybinsk riverports to speed up the handling of vessels carrying grain. The administration has presented a request to RSFSR Ministry of Procurements that it extend practical aid in the reequipping of the docks.

Shallow River Vessel Needed

Moscow VODNYY TRANSPORT in Russian 13 Jul 82 p 2

[Article by A. Lenshin, captain of the steamship "Kamchatka" at the request of the crew: "The Problem of the Day"]

[Text] Disturbing circumstances have compelled me to take up my pen. Our crew works on the Dnepropetrovsk--Novomoskovsk route on the Samar River. We carry not only containers, but also food cargo, at a high rate of speed. All the conditions would seem to exist for our rivermen to make their contribution to performing the tasks of the 11th Five-Year Plan and to carry out the Food Program.

But unfortunately everyone does not seem to share this viewpoint. The Dnepropetrovsk riverport began to develop cargo traffic on small rivers using the old vessel "Bashkiria" for this purpose, a ship built in 1910. Of course, such a vessel could not last long, and it was written off. To replace it they acquired another "oldie" in the port of Zaporozhye--the steam vessel "Moldavia."

At the same time the flow of cargo to Novomoskovsk has increased considerably. The crew tried with all its strength to keep that ancient vessel going. But, as everyone knows, nothing lasts forever. And the "Moldavia" literally fell to pieces.

The administration of the port began to search throughout the Dniepr Basin for a diesel cargo vessel that could operate on the Samar, a shallow and silted river. Finally, they found the vessel "Kamchatka" in the port of Kherson, a ship they were getting ready to send off to be scrapped. And that, of course, was natural. After all, the vessel was 62 years old. But even on that vessel the crew has made an honest and conscientious effort for 5 years. In the 1981 shipping season alone we successfully carried 17,124 tons of various cargo for the national economy on this "old tub." And that was the end of its career.

On the Dnieper at the present time there are no diesels with a carrying capacity of 150-200 tons for operation on small rivers. But there are motor vessels being built of the OS [(?) experimental vessel] type in Dnepropetrovsk for pumping subsaline (podslanevyye) water. It seems to us that as an exception it would be possible to build a vessel at the same enterprise for carrying cargo on shallow rivers. To be sure, it is said that this would require a decision by higher authorities. But this is not a question that can be put off. After all, in the 1983 shipping season there will not be any covered vessels in which to carry cargo of farm products.

It would seem that building vessels with small capacity is an urgent task of the day.

Astrakhan Vegetables

Moscow VODNYY TRANSPORT in Russian 15 Jul 82 pp 2-3

[Article by V. Meshalkin: "Astrakhan Market Gardens and the River"]

[Text] Astrakhan market gardening, which has spread out on the fertile lands in the lower reaches of the Volga, has gravitated toward the large Russian river since ancient times. The water route is vitally important; tomatoes and watermelons travel by it to the industrial centers of RSFSR. An open letter of the vegetable growers of Astrakhan Oblast and the reply to it from the rivermen, which have been published in VODNYY TRANSPORT, were imbued with profound concern about the fate of the harvest and the desire for all the people involved to bring the products of the market gardens to the tables of Soviet workers.

One is impressed by the scale of the gigantic transportation conveyor now in operation on rivers during the harvest season. From 45 docks of shippers concentrated over the entire length of the oblast's extensive water basin, the harvest will now be shipped on vessels over distances measured in hundreds and thousands of kilometers to 41 river points in the republic. More than 200,000 tons of fruit and vegetables are now to be shipped from the lower reaches of the Volga. And by the end of the 5-year period traffic on the order of 425,000 tons of tomatoes and watermelons is to be handled on the waterway.

It is an urgent task of vegetable growers and melon growers, procurement people and rivermen to find ways of fulfilling the provision of the Food Program which calls for "shortening the delivery time of vegetables and melon crops from the regions of the Lower Volga" to the country's industrial centers.

Shortage of Dry Cargo Carriers

> RSFSR Ministry of Shipbuilding and Ministry of River Fleet are in the 1983-1990 period to see that 90 river vessels for carrying vegetables are built and to speed up development and construction of special transportation equipment for small rivers. (Excerpt from the Food Program)

Every year Minrechflot [Ministry of River Fleet] enlists practically all the shipping companies of the central basins to come here to carry tomatoes and watermelons. During the last shipping season, according to figures of the port of Astrakhan, more than 250 units of the fleet participated in carrying the harvest. They included 143 motor vessels of the ST [dry cargo] and GT [not further identified] motor vessels with a carrying capacity of 600-700 tons. The reservation is a substantial one and sheds light on the acute problem of tonnage.

The problem has arisen in recent years in connection with the substantial growth of the volume of traffic. Not so long the rivermen got along with small-tonnage vessels. But there began to be a shortage of them. The gaps were hastily filled with 2,000-ton vessels of the "Bol'shaya Volga" type and M-type barges. It was immediately clear that the substitutes were not as good. Moreover, even catamarans, which are good for carrying watermelons in containers, do not have the virtues of small cargo vessels.

And a sizable number of them. Vegetable points in the depths of the delta are accessible to ST and GT vessels. They are less exacting as to the technical condition of docks. There is no need to pile up a large shipment of fruit and vegetables for them; they are loaded more quickly. And in addition their excellent speed makes it possible to deliver the produce from market gardens without delay.

There is no end of trouble with a motor vessel that can carry 2,000 tons. It cannot tie up at every dock by any means. In addition, these vessels stand idle in the roads--the shippers reject them by hook or by crook.

It is no simple matter to figure out who is right here. Either there is a shortage of lift trucks, and the shipper does not believe that the loading of a large vessel can be handled. Or he has not yet gotten together the manpower or, on the other hand, the flow of the harvest from the field is already drying up. In each specific case he has his own reason. One way or another the overall situation is paradoxical: the ships are there, but people do not allow them to be loaded.

That is what lies behind the shortage of the ST and GT motor vessels.

Nor is it an accident that the minutes of annual interdepartmental conferences stipulate the number of small-tonnage motor vessels to be sent. In 1981 at least 450 were called for. But ST and GT motor vessels made only 392 trips, delivering barely 55 percent of all the fruit and vegetables. An analysis of the employment of tonnage which has been made by specialists of the port of Astrakhan is instructive. It reveals the nature of the shortage. The problem is being compounded artificially. Both the transportation people and shippers, which have high praise for the small motor vessel, in actuality put a low price on them. Their rate of turnover needs to be improved. Directors of the Northwest, Kama and other shipping companies not infrequently remove ST and GT motor vessels from carrying the harvest and transfer them to other cargo. They obviously suppose that it is difficult to establish that they are missing. But this can be done. Here is a case in point. For several weeks in the 1981 shipping season nothing was shipped from the Astrakhan market gardens to Petrozavodsk. And although the omnipresent expediters (tolkachi) spent their days and nights in the port, there was nothing they could do: there were no ships.

It must be said that the cargo and traffic department of the Volga United Shipping Company has been exceptionally concerned about shipments to Astrakhan of timber and minerals and building materials in small vessels. We must frankly say that it does not help much to ship 600 tons of gravel during the harvest season. And so the turnaround time of ST and GT motor vessels, taking into account the inevitable losses in loading and unloading, has inflicted an appreciable loss.

The excessive time which vessels stand in the docks of Astrakhan shippers is large. Last year it was more than 460,000 ton-days beyond the allowance. Only 2 out of every 10 vessels are handled within the period allowed. The losses to the carrying capability of the fleet are irrecoverable.

A word about underloading. It is well known that only a part of a vessel's cargo capacity is used when tomatoes and watermelons are carried. The shipping costs are justified on behalf of the sufficiency of vitamins on the people's table. Still there has to be a sense of proportion.

The standard for loading 600-700-ton ST and GT motor vessels with tomatoes is 260-280 tons. Yet there are cases when the vessels are dispatched carrying only 130-170 tons of tomatoes. And this is happening constantly. The ST and GT vessels, as shown by the statistics, are being employed ever more poorly as the years pass. For example, whereas the average vegetable load on them was 242 tons in 1979, during last year's shipping season it was only 225 tons. This is something for serious reflection and conclusions!

And the main conclusion is this: The carrying capacity of the fleet in shipping the harvest can and should be increased noticeably without any capital outlays whatsoever. Together with the rivermen, trade personnel at acceptance points and those shipping quotas from market gardens also have a duty to be concerned about this.

The Food Program outlines specific ways of solving the problem of river tonnage in the current decade. Ninety vegetable carriers will be built. In this connection reference is made to the need to speed up development and construction of specialized transportation equipment for small rivers. The ST and GT motor vessels are physically worn out and also obsolete. The shipbuilding industry has withdrawn them from production long ago. Meanwhile shipping companies have an acute need for suitable motor vessels, providing, of course, that they incorporate present-day advances of science and technology. There is no way to do without them on the waterway which extends from the docks of the Astrakhan market gardens to the industrial centers of Russia.

The Container Which Has Fallen Out of Favor

> The production of new types of containers is to be developed at an above-average pace.... (Excerpt from the Food Program)

Here is an illustration. A thousand tons of watermelons can be carried in containers on each trip in a catamaran. If the cargo is loaded loose in this vessel, and this does happen, then it loses half of its carrying capacity.

Today there is no equal to high-speed motor vessels in carrying melons over long distance. The catamaran service has made it possible to noticeably speed up delivery of watermelons to Moscow. The rivermen intend to develop this kind of service, but at present, using catamarans, they are forced to be guided not by their ability, but by the number. Over the last 3 years the load of watermelons they carry has dropped from 860 to 580 tons. The reason is the shortage of containers, and without them there is no question of increasing the carrying capability of the fleet.

Without containers there is no preventing the loading in bulk. Yet the losses are considerable to the carriers, which unfortunately no one in the port of destination has given the consideration it deserves. In any case shippers and trade personnel, together with the rivermen, long ago realized the importance of containerization.

After all, here is what happens. Shippers are inclined to justify the great underloading of the fleet (in the 1981 shipping season it was more than 35,000 tons!) by reproaching the rivermen, saying that they are sometimes more concerned about employment of their vessels than about preventing losses. A biased opinion. And if one is seriously concerned about the preservation of the crop, then a common effort should be made toward containerization of shipments of produce of market gardens. There is no other way. And there is no time for postponement.

Last year 51,000 of the 78,000 tons of watermelons consigned for shipment were shipped in containers. This is a record figure, it is almost 9,000 tons greater than the achievement in the previous shipping season.

This is a gratifying fact. The participants in the recent interdepartmental conference expressed determination for the first time to put an end to the loose stowage of watermelons. Watermelons are to be delivered exclusively in containers.

There is much to be done. Joint efforts have to be made by trade personnel, personnel of associations of fruit and vegetable farms, rivermen and shippers to ensure a higher level of utilization of containers. Up to now trade organizations have constantly missed the planned dates for shipping the empty containers to the docks. Even the largest shipper of the harvest--the Astrakhan Oblast Fishing Consumer Union--has no facility for repairing them. That is why sometimes the container pool suffers substantial losses because of small breaks.

Nor can the organization of shipment of melons in containers which has come about in practice withstand criticism. Because of the lack of lift trucks in the melon fields, the watermelons are as a rule loaded into the containers only when they actually reach the docks. But that does not prevent the same loose loading in the bodies of trucks delivering the harvest from the field, nor the intermediate transshipment at the dock.

We will be frank: Until the watermelons come to the shipping point in containers, there will still be a temptation to skip the trouble of packing them and to ship them out loose on the river vessel as well. Even when there are containers on the dock. These are the most unfavorable consequences for a break in the unified and standard technological chain from the field to the dock and thereafter to the vessel.

Much also depends on adhering to the technology for loading vessels. It is well known that electric power tractors can pack containers densely in the holds of the vessel, making full use of cargo space. But they are not available on the docks, and the containers are loaded in whatever way is available. Abolishing the lose stowage of watermelons would considerably strengthen the container's position on the waterway. There are steeper heights to be scaled beyond that. We are referring to containerizing the shipment of tomatoes.

Tomatoes represent the basic market garden crop that is delivered by water. The TKB-67 container, which is used for watermelons, has limited capabilities. It is not able to take boxes or crates of vegetables. That is why the shipment of tomatoes has not been containerized at all.

The wooden containers in which the tender tomatoes are delivered themselves are in need of strong protection. Which is not to take into account the transshipment the box or crate has to go through before it reaches the store shelf.

And it is not only the losses of the crop which need to be firmly prevented that are aggravating the situation. The prevalence of unproductive manual labor on the dock also represents irrecoverable losses both from the standpoint of economics and also in a social sense. Usually there are 35-40 stevedores involved in loading a vessel. If containers were used, 5-6 workers would be enough on the dock.

It must be said that the story here is a strange one. A few years ago people in RSFSR Ministry of Trade developed and manufactured experimental prototypes of the TKB-90 and TKB-90U general-purpose containers. The rivermen and shippers were gratified: a container had emerged which was suitable for delivery both of melons and also of crated tomatoes.

But the newborn infant proved to be a clearly unwanted child. The interdepartmental conference repeatedly adopted a decision to conduct experimental shipments of tomatoes in containers, and that is as far as matters went. The general-purpose container was out of favor. It was above all the trade personnel who looked upon it with indifference.

The decision to organize experimental shipments of tomatoes in general-purpose containers went into the minutes of the interdepartmental conference of that year. One must suppose that this was not merely by force of habit. But all the partners involved lack one thing--they are not obligated.

An Uninhabited Shore

> The docks of river fruit and vegetable facilities are also to undergo further development. (Excerpt from the Food Program)

The port of Astrakhan serves the Volga delta. Over these enormous expanses of water, probably like nowhere else on the river, the underdevelopment of the shore in terms of equipment has become quite evident. Although in Astrakhan a large transshipment area has been built, the rivermen themselves mainly use floating cranes. The shippers of the harvest--the oblast fishing consumer union, the oblast agricultural production administration and the association Astrakhanplodoovoshchkhoz [Astrakhan Oblast Administration for Fruit and Vegetable Industry]--also place their hopes on renting them.

The overwhelming majority of the vegetable docks of shippers are far from up-to-date ideas of what they should be. At best, this is a wooden structure equipped with two-three belt conveyors, but not uncommonly it is an old barge or simply the natural shore, along which the rented floating crane has been set up.

Meanwhile the produce of the market garden is an extremely labor-intensive type of cargo. Neither the container area on the dock nor the reinforced-concrete wall which would make it possible to receive a vessel normally are superfluities. There is a need for a highly mechanized dock complex guaranteeing an up-to-date shipping technology.

The uninhabited shore is the stumbling block. As the traffic has increased, its manifestly low traffic capacity has every year been more and more of a limit on the transportation conveyor. One can only complain that for long years the shippers have been slow in developing the docks for the market gardens of Astrakhan. There is no doubt that development of the shore has been held back by the remoteness and scattered nature of the shipping points for the harvest. The builders, overloaded with their own programs, have not shown particular readiness to undertake a troublesome job.

To put it mildly, the false idea about the capabilities of river transport have won out. The problems were looked at one-sidedly and reduced solely to the existence of vessels, but the use of that tonnage didn't disturb anyone in the oblast aside from the rivermen. That accounts for the widespread references to the seasonal nature of traffic and for the conclusion that follows from those references: there is no advantage in investing funds where they could supposedly get along with minimal outlays.

But the important party principle concerning the end results of work, which has become the basic reference point in the economy, has put emphasis on the interest of the national economy rather than departmental gain.

Even now the construction program is being carried out extremely unsatisfactorily. Only the Astrakhan Oblast Union of Fishing Consumer Cooperatives was able to build what can barely be called five docks. At present only two are in operation--at Olya and Biryuchki. The docks at Bakhtemir and Zavolzhe were accepted without the space necessary for accumulating produce, and the pneumatic tire cranes called for in the design have not made their appearance. Although the oblast Union of Fishing Consumer Cooperatives and the RSFSR Union of Consumer Cooperatives had more than 1 year to take steps, these structures rise up out of the river like reinforced-concrete "monuments" of poor management. It was at the old dock at Bakhtemir that the first vessel was loaded with tomatoes from the 1982 crop. The new reinforced-concrete wall is out of operation. They simply were not concerned about mechanizing it.

Recently the people in Astrakhan entered a dock at Krasnyy Yar among their assets. The same question: Will it also turn out to be a useless liability?

But the oblast agricultural production administration and association Astrakhanplodoovoshchkhoz cannot even claim a "check mark" to make the report look good. They do not have a single dock to their credit! The Volgograd Trust Volgodongidrostroy, which has one of its major subdivisions in Astrakhan--No 5 Plavstroyotryad [Floating Construction Detachment], categorically refused to take part in carrying out the program which had been outlined. And this in spite of the fact that policymaking authorities of the USSR Ministry of Transport Construction committed themselves to build five docks exclusively for these organizations.

This job automatically was passed on (at least on paper) to the Seventh Field Detachment of Podvodrechstroy [Underwater River Construction], which is based in Volgograd. There is no question about it, the river construction workers should have extended every kind of assistance. But we must not forget that this detachment is a specialized organization which has so far never been involved in building reinforced-concrete dock walls and that the people from Volgograd do not have a facility of their own in Astrakhan. Although the people at Podvodrechstroy expressed a determination to master the new type of work and to bolster its subdivision with personnel and the necessary equipment, the construction program must be realistic. And this requirement was manifestly not met. Podvodrechstroy is listed by shippers of the crop among the contractors building nine docks which are to be put into service during the 3.5 years that remain to the end of the 5-year period. Let us hope that the USSR Ministry of Transport Construction takes a more realistic view of the problem!

Specialists feel that during this decade at least 20 vegetable docks need to be built in Astrakhan Oblast. Additional capital outlays are required. And they will be justified, since the reliability of the transportation facilities needed by the market gardening in Astrakhan will in large part depend on solving the problem of the vegetable docks.

The instruction contained in the Food Program about the need to simplify the organizational structure of the management of the agroindustrial complex and to eliminate superfluous and duplicate units is a relevant one. Here again one cannot but heed the opinion of the Astrakhan portworkers, who believe it is indispensable to concentrate the shipping of the entire output of Astrakhan market gardening in the same hands. At present there are three shippers--the oblast Union of Fishing Consumer Cooperatives, the oblast agricultural administration and the association Astrakhanplodoovoshchkhoz--involved in shipping the crops separately from one another. Departmental limitations complicate the running of the conveyor and raise quite a few artificial obstacles. There are points to which three different ships are sent, although, taking their cargo into account, two or even one motor vessel would have served.

One product, but different shippers. The load on another ship at a nearby dock where there are vegetables could have been rounded out, but this is not possible, that is someone else's station, and it is bypassed with empty space in the holds. Much would be achieved from pooling efforts and resources in building docks. There number would not increase, but, on the contrary, would be reduced; there would no longer be a need to open loading points to ship small quantities of produce.

One must suppose that as the importance of the rayon level of the agroindustrial complex becomes stronger, the problem of concentration will become realistically manageable. Here again it is up to RSFSR Ministry of Fruit and Vegetable Industry to take the initiative. There is no question of the importance of obtaining support and aid from local party and Soviet authorities.

Shallow Ports

Moscow VODNYY TRANSPORT in Russian 31 Jul 82 p 1

[Article by A. Akhmetshin: "Shallow Water at the Grain Docks"]

[Text] In Bashkiria, according to preliminary data, they expect a fairly good crop. The republic grain products administration has filed a request with the Belaya River Shipping Company to carry about 200,000 tons of grain.

"We are sending for this operation 11 ST motor vessels and 18 barges, each with a capacity of 600-1,000 tons," says N. Ignat'yev, chief of the fleet operation service. "A large portion of the vessels are ready, and the rest are being put into service according to a specific schedule."

As for the equipment of the grain-receiving stations, it was fairly well prepared for service.

The disturbing thing is the shallow water at the docks of certain ports. The approaches to them are difficult not only for large vessels, but also for the ST. Forecasts of the water stage were made at the beginning of the summer, but the grain products administration was lackadaisical. Dredging operations were not carried out in good time, for example, at the Vostretsovo Port. The approaches to the docks of the Ufa Milling Combine and the Blagoveshchensk Port have not yet been cleaned up.

Matters are still worse in Gruzdevka, from which more than 40,000 tons of grain are supposed to be shipped. A grain dock has been built there. But it was supposed to be put into service upon completion of the second phase of the Lower Kama Reservoir. Meanwhile it is blocking the approach of large vessels to the old port which is in operation....

The shippers are displaying inertia in connection with the construction of the new dock at Birsk. Although the construction workers and the client committed themselves to handling the new crop, it has not been put into operation. The old structure is unable to handle 80,000 tons of grain.

The republic grain products administration is the organization in Bashkhiria which bears main responsibility for prompt shipment of the grain to industrial centers. Perhaps its key officials feel that the shortcomings noted in the article are trifles, and that is why they are not paying them importance?

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UNEXPLAINED, LARGE LOSSES OF COAL IN MOSCOW SOUTHERN PORT

Moscow EKONOMICHESKAYA GAZETA in Russian No 33, Aug 82 p 12

[Article by V. Veselov under the rubric "Following up Our Articles": "Unnatural Losses"]

> [Text] Attention, Interdepartmental Commission on Conservation of Resources! High norms of natural losses of coal during river shipping are leading to unjustified write-offs of fuel.

The report "Unnatural Losses" was published in issue No 4 of EKONOMICHESKAYA GAZETA for 1982. This article discussed the fact that norms of natural losses of coal during shipping in ships of the river fleet are unjustifiably high.

Candidate of technical sciences F. Zelenkov, section head at NIIMS [possibly Scientific Research Institute of Material-Technical Supply] and author of the report, clearly demonstrated the absurdity of the norms being used with the following example. In the last five years, as the administration of the Southern River Port in Moscow confirms, coal losses in the port during transshipment from ships in conformity with the natural loss norms used in the Ministry of the River Fleet, were 60,000 tons. Calculations show that this amount of coal could form a pile 500 meters long and 100 meters wide, completely closing off the Moscow River at this point.

Because nothing of the sort is observed in the port region, several questions arise immediately. The first concerns the quality of loss norms for coal and other bulk cargo used in river transportation. The second is: where does the lost coal go?

The answer, signed by G. Polyakov, head of the Main Cargo Administration of the RSFSR Ministry of the River Fleet, did not clarify these matters. It is true that the author of the reply indirectly acknowledged that the norms are imperfect when he stated that "In December 1981 the Ministry of the River Fleet reviewed existing norms for natural loss of cargo and made suggestions to USSR Gossnab to toughen them, but that committee did not consider it wise to lower these norms for coal."

It was quickly learned that Gossnab has nothing to do with this, because they did not receive any proposal from the ministry on "toughening the norms."

As for the question of where the coal in river transportation is going, the reply did not say a word.

Therefore, the editors had to call on the Ministry of the River Fleet again for an explanation (issue No 17 for 1982). This time we received a reply from L. V. Bagrov, RSFSR minister of the river fleet. He wrote: "The norms now in effect for natural loss of hard coal during shipping by river transportation were worked out using a methodology reconciled with USSR Gossnab and were ratified by a decree of USSR Gossnab on 7 October 1973. The soundness of these norms was confirmed by test shipments. The norms for natural loss of coal during river shipping and transshipment do not exceed the norms used for rail and maritime shipping."

Thus, we see from the reply that the minister does not believe the existing norms for natural loss of coal need revision. It was known from the start that they do not exceed the norms used in rail shipping, and this equation was precisely what the newspaper opposed. But the reply does not contain any assessment of the arguments given by the author of the report in EKONOMICHESKAYA GAZETA.

Now let us talk about coal losses. The minister's reply says, "It can be seen from report figures on the Moscow Southern Port for 1976-1981 that with a total shipping volume of about 1.6 million tons of coal a year the average actual losses for the entire trip from the shipper to the recipient are in the range of the general norms and are about 50,000 tons. These losses occur as the result of crushing, blowing, and leakage of freight during rail transportation (up to 12,000 tons) and transportation on internal waterways (10,000 tons), and also during transshipment and storage (28,000 tons). Coal losses at the Moscow Southern Port during transshipment from water to rail and storage are about 14,000 tons during this time, including losses which would have occurred during storage and storage operations at the site of the cargo recipient. Considering that coal storage time in port reaches seven months, coal loss during an extended period occurs as the result of wind, rain, and so on."

So "as the result of wind, rain, and so on" the port loses 14,000 tons of coal a year, which is three or four entire train loads! We will not argue, but will simply refer to certain figures that are strictly backed up by documents. In 1980 the administration of the Southern Port in its report gave the total amount of coal losses as 49,691 tons. The ministry report shows what goes into this figure. But in the same year a group of associates at NIIMS, carrying out a planned project, inspected all documents which accompany the unloading of each coal ship in the Southern Port in conformity with the "Rules of Cargo Shipping" of the RSFSR Ministry of the River Fleet. It turned out that during the shipping season the port received only 2,200 tons of coal less than scheduled. Even if we add to this the 14,000 tons which supposedly was "blown away" in the port itself, we still find that more than 33,000 tons of coal disappeared and no one knows where, or it was written off, as the saying goes, beyond the actual shortage.

Selective examination of documents for 1979 and 1981 by associates at NIIMS confirm this practice of writing off fuel.

It seems that the Interdepartmental Commission on Conservation and Rational Use of Material Resources should look into the situation with norms for natural coal loss in river transportation and the reasons for unjustified fuel losses.

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BRIEFS

CONTAINER HANDLING AGREEMENT—In response to the report entitled "Moving the Container from the Sea to Shore," published in EKONOMICHESKAYA GAZETA No 12 for 1982, B. Trunov, deputy USSR minister of the maritime fleet, states: "An agreement has been concluded between the Minister of the Maritime Fleet and the RSFSR Minister of the River Fleet to eliminate the shortcomings noted in the report and to speed up the delivery of cargo to its destination. The agreement covers procedures and conditions for shipping large containers from the seaports of Berdyansk, Zhdanov, and Kerch to Moscow, Gorky, Kuybyshev, and Tolyatti in river vessels. Under an agreement with the Ministry of Railroads as of 1 June 1982 the port and railroad station of Kerch were included on the list of ports and stations that receive and turn over export-import cargo in 20-ton containers. In the near future the seaport and railroad station of Berdyansk will also receive and turn over cargo in such containers." [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian, No 30, July 82 p 11] 11176

YUGOSLAV SHIPS ORDERED—In the last 20 years the Yugoslav Split Shipyard has built 25 ships for the Soviet Union. The latest contract between the All-Union Foreign Trade Association Sudoimport and the Split Shipyard envisions the delivery of nine tankers to our country. Soviet orders are a regular and large part of the work of the Yugoslav shipbuilders. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 33, Aug 82 p 22] 11176

LIGHTER CARRIER KOSYGIN—Kherson—The Kherson shipyard has never before built such an enormous vessel. It is the lighter carrier Aleksey Kosygin, the first in domestic shipbuilding. The vessel is 262 meters long and has a displacement of 61,000 tons. The shipbuilders recently put the first of the three large blocks of the lighter carrier, the stern half-hull, into the water. The Aleksey Kosygin is being built using completely new technology; the bow and stern blocks and the superstructure will be joined together in the water. About 300 associated plants are participating in building the pioneer of the lighter fleet. They are all working on the "Work Relay" principle. The Kherson shipbuilders got essential pipe from Azerbaijan and the first lighter container from Arkhangelsk on time. Workers of the Bryansk Machine Building Plant Association sent sets of special tools for installing the main engine, and rolled metal was supplied by the Rustavi Metallurgical Plant in Georgia. Construction of the lighter carriers of Aleksey Kosygin has been declared a shock construction project of the yard Komsomol organization. Young shipbuilders have worked more than 5,000 hours on the ship during nonclass time. [Text] [Kiev RABOCHAYA GAZETA in Russian 2 Sep 82 p2] 11176

SMALL SHIP INSPECTION—The USSR Council of Ministers has adopted a decree entitled "Measures To Straighten Out the Use of Small Ships." In conformity with the decree state inspectorates for small ships have been formed in the Union republics. The model Statute on the State Inspectorate for Small Ships, which was ratified by the USSR Council of Ministers, envisions that the principal task of the inspectorate will be to supervise correct use of small ships on rivers, reservoirs, and other bodies of water and in the internal maritime and territorial waters of the USSR, as well as correct use of facilities (structures) for their anchorage, in order to insure navigation safety for the ships, reinforce the legal order on bodies of water, and protect the environment. The state inspectorates on small ships have been given the right to impose, in conformity with existing legislation, administrative penalties (in the form of warnings, fines, and depriving ship owners of the right to operate ships) on citizens for violating the rules of ship registration and records (for ships belonging to both enterprises, institutions, and organizations and to citizens) and the rules of using such ships and bases for anchoring them. They are also given the right to establish certain restrictions on the use of ships under their supervision. In their work the inspectorates should rely on the help of volunteer people's guards to insure safe use of small ships, and also on other public organizations whose activities relate to insuring legal order on bodies of water. In addition the Councils of Ministers of the Union republics are urged to organize cooperatives for the construction and operation of facilities (structures) for anchoring small ships that belong to citizens and also to set up cost accounting shops to repair boat motors, vessels, and equipment. They are also urged to develop rules of ship registration and records, work out rules for technical supervision over them, and take other measures to insure orderly use of small vessels. [Text] [Ashkhabad TURKMENSKAYA ISKRA in Russian 8 Sep 82 p 2] 11176

ODESSA PORT COMPUTER—No sooner had the diesel ship Bryanskiy Rabochiy touched the wall of the dock at the Odessa commercial seaport then the entire technological process of unloading it was taken under electronic control. The first phase of the automated ship handling system has begun work at the large transshipment complex in the harbor. [Text] [Moscow IZVESTIYA in Russian 15 Sep 82 p 2] 11176

NEW ICEBREAKER-FERRIES—Riga, 15 Sep—The first icebreaker-ferry of the new series has come off the ways at the Riga Ship Repair Yard of the USSR Ministry of the Maritime Fleet. Construction of this class of ships was first incorporated in the republic during the current five-year plan. They differ from ships built earlier in having a significantly more powerful engine, a reinforced hull, and most importantly, very shallow draft. This enables the ship to make trips between shallow ports, delivering 130 passengers and 40 cars. The pilot ship has been given the name of Vokhelayd, a small island in the Moon und Archipelago where Baltic sailors fought heroically against the enemy during the Great Patriotic War. The first four icebreaker-ferries are destined for fraternal Estonia where they will travel between islands and the continent all year round. "Shipbuilding is a new industrial sector for the public," said G. Kuznetsov, director of the Riga Ship Repair Yard. "In addition to our collective, the new ship repair yard of the river fleet has also incorporated construction of dry-cargo ships. And the first icebreaker-ferries of the earliest series have already established regular crossings in the Baltic, the Black Sea, and the Far East. East

German shipbuilders, with whom we have an agreement on international socialist competition, were very helpful in incorporating the new series. Our friends from the fraternal socialist country built powerful diesel engines which will be used in our ship." [By D. Gevter] [Text] [Riga SOVETSKAYA LATVIYA in Russian 17 Sep 82 p 4] 11176

URENGOY DOCK CONSTRUCTION—The collective of administration No 417 of the Sevzapmorgidrostroy [Northwestern Maritime Hydro Construction] Trust, having completed construction of the 490-meter dock in Labytnangi at the mouth of the Ob' River (the first such dock beyond the Arctic Circle), has received an important new assignment. It is also related to the delivery of important national economic cargo. Workers sent from Leningrad have been assigned to build 620 running meters of mechanized docks in the new ship harbor on the Pur River in Urengoy. These docks will be used to transship cargo needed by construction workers on the transcontinental gas pipeline from Siberia to Western Europe. After returning from a trip to the construction site, G. N. Metlyayev, chief of the administration, reported: "The volume of hydroengineering work to be done is very large. We have entrusted the right to do this work to our best production workers. Among them is I. Tyachits, head of a comprehensive brigade and recipient of the Badge of Honor Order, who distinguished himself in construction of the dock at Labytnangi. The first group of specialists has left for Urengoy." [By V. Gorshkov] [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 17 Sep 82 p 1] 11176

LENINGRAD TERMINAL CONSTRUCTION—The final phase of construction on the Maritime Terminal in the Vasil'yevskiy Island harbor has begun. Specialists from Administration No 308 of the Sevzaptransstroy [Northwest Transportation Construction] Trust, the general contractor, have begun finishing the interior area. Painting, plastering, tiling, and other work is now in full swing. The brigades of installation workers headed by A. Luk'yanenko and A. Osipov are working with great effort and skill. The fitters from the mechanization administration of the trust, headed by M. Bril'kov, produced excellent results in their work. The Maritime Terminal has already raised its sails, made of silver metal, above the Gulf of Finland. All that is missing now is the tall spire crowned by a globe. Installation of the spire, which is being built at the Kanonerskiy Ship Repair Yard, will begin in the next few days. [By V. Gorshkov] [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 30 Sep 82 p 1] 11176

LARGE NEW FREIGHTER—Nikolayev—Shipbuilders at the Okean Shipyard have launched a new class of ship. It is designed to carry bulk cargo. The ship is 215.3 meters long, 31.8 meters wide, and has a cargo capacity of 52,500 tons. With its enormous size the new bulker will be able to develop a speed of more than 15 knots an hour. The pilot ship of the new class has been given the name of a veteran of the Black Sea Merchant Fleet. [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 30 Sep 82 p 1] 11176

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TRANSPORT CONSTRUCTION MINISTER OUTLINES PLANS

Moscow GUDOK in Russian 8 Aug 82 pp 1, 2

[Article by I. D. Sosnov, USSR Minister of Transport Construction: "According to Party Plans, for the People"]

[Excerpts] According to established tradition, on the eve of our professional holiday we summarize what has been done and outline plans for the future. It is a pleasure to observe that the six-month plan for volume of commodity output and construction-installation work for the ministry as a whole was overfulfilled. On general contracts the ministry did 65 million rubles of work more than in the corresponding period of last year, while with our own personnel it was 27 million rubles more.

Work is going well at the principal start-up construction projects of the current year, those which are of paramount state importance. The six-month plan of construction-installation work at them was overfulfilled by 4.6 percent. The six-month assignment was also overfulfilled at projects being carried on by our organizations in cooperation with CEMA countries and with foreign companies on the basis of compensation agreements.

The six-month plan of construction-installation work for the Ministry of Railroads was overfulfilled. This undoubtedly was a reflection of the fact that the USSR Ministry of Transport Construction and Ministry of Railroads worked out and ratified order-measures for start-up and key construction projects of 1982 in advance. Implementation of these order-measures is what made it possible to overfulfill the six-month plan for construction of the Baikal-Amur Mainline and the bypass of the Ufa rail center; construction of the new Tikhaya — Yagelnaya and Anzherskaya — Barzas lines; laying second tracks in the sectors Gidrostroitel — Khrebtovaya, Tselinograd — Kokchetav, Sennaya — Pugachevsk, Buy — Svecha, Stryy — Mukachevo, and Orsk — Kandagach; reconstruction of the Perm Switching, Angarsk, Zhmerinka, Santredia, Gorky-Switching, Khabarovsk-2, and Batevo stations; and, electrification of the runs from Druzhinino to Yanaul, Orsha to Baranovichi, and Vologda to Cherepovets.

Automatic blocking and centralized dispatching are being successfully installed in the sectors Yelets — Staryy Askol, Yefremov — Yelits, Kastornaya — Vorozhba, Kavkazskaya — Palagiada, and Krasnodar — Kavkazskaya. Reconstruction work is going well on the locomotive depots in Nizhniy Tagil, Murom, and Dzhambul, as is work on a number of facilities for car and freight systems, plants of TsTVR [Main Administration for Repair of Rolling Stock and Production of Spare Parts], and subway lines.

In the first six months of the year 150 kilometers of second track were laid in busy freight sectors on a number of roads, automatic blocking and centralized dispatching was set up on 113 kilometers, 157 switches were included in the electrical centralization system, and 70 kilometers of siding track to major industrial and agricultural sites was built.

Separate social and cultural-domestic buildings have been put into use. Among them were four general and vocational-technical schools, six preschool institutions for children, three polyclinics with 1,275 beds, and a total of 344,000 square meters of housing, 98,000 designated for railroad workers.

But all of this is just the beginning of what we have to do in this anniversary year. We have many projects. We must put an additional 399 kilometers of new rail lines into permanent operation, introduce 709 kilometers of second track, and switch 746 kilometers to electric traction. We must lay 262 kilometers of track at several rail centers and stations, install automatic blocking and centralized dispatching equipment on 2,360 kilometers of lines and install electrical centralization for 4,930 switches.

Plans envision construction being of 200 kilometers of rail siding to industrial enterprises and agricultural sites and building mineral fertilizer warehouses and various other agricultural facilities.

A great deal must be done in the second half of the year to strengthen the repair facilities of railroad transportation. This means to build additional production capacities at plants of the Ministry of Railroads to repair 1,200 diesels, 400 cars, 12 refrigerator sections, 35 track machines, and 2,000 electrical machines as well as capacities to produce 300 pairs of wheels and 100 switches.

We must complete construction of 1,420 kilometers of hard-surface motor vehicle roads and turn them over for operation and put 9.3 kilometers of subway line into use in Leningrad and Kiev. Plans envision turning over completed general schools, vocational-technical schools, preschool institutions for children, hospitals and polyclinics, and about 1.16 million square meters of housing, including 574,000 for railroad workers and 250,000 for transport construction workers.

In the first half of the year 60 of the 152 construction associations, trusts, and administrations did not fulfill their six-month plan at projects of the Ministry of Civil Aviation and RSFSR Ministry of the River Fleet, as well as in the existing rail system on electrification, automatic blocking, and centralized dispatching sectors, rail centers, stations, and certain other rail facilities, and in development of our own production base.

The assignments for growth in labor productivity and reducing the prime cost of construction-installation work established for our ministry were not realized because of unsatisfactory organization of the work and other factors.

The collegium of the ministry reviewed the results of the first six months, outlined ways to eliminate shortcomings, and obligated the managers of construction main administrations, associations, trusts, and administrations to insure unconditional fulfillment of plan assignments for the current year.

A universal search is underway for reserves that will make it possible to do everything necessary faster and to conserve as much energy, materials, and capital as possible. One of the proven reserves is brigade cost accounting. In 1981 47 percent of the total volume of construction-installation work was done by this method. The annual economic impact was 72 million rubles. The value output per worker in cost accounting brigades was 37 percent higher than the average for the ministry.

The brigade contract is constantly being refined and elaborated. It has begun to be used not only in the sections of foremen and supervisors, but also on the level of the construction subdivision and trust as a whole. More than 50 subdivisions, introducing the progressive practices of bridge building detachment No 19 and Mostostroy [Bridge Construction] Trust No 5, which were the first in the ministry to begin doing all construction-installation work by brigade contract, are using this method to perform 70-100 percent of their annual work volume. And in the current year 16 trusts have been entirely switched to progressive technology.

The entire Soviet people will celebrate a great event in the life of our state this year, the 60th anniversary of the formation of the Union of Soviet Socialist Republics. Endeavoring to observe the anniversary with outstanding achievements in labor, progressive collectives of the ministry have entered the all-Union socialist competition for successful fulfillment and overfulfillment of the 1982 plan and raising the efficiency and quality of work. During the process of achieving their stepped-up socialist obligations many collectives are looking for production reserves and introducing progressive labor methods and progressive production practices.

Labor cooperation among construction workers, clients, planners, scientists, and the collectives of industrial enterprises is an important form of socialist competition. Eighty-five agreements on labor cooperation have been concluded this year. They aim at increasing the pace and quality of construction-installation work and speeding up the introduction of production capacities and projects in railroad transportation.

The Moscow Road has accumulated valuable experience with the use of such agreements in construction and reconstruction of facilities in the Moscow rail center, as the Alma-Ata road in construction of second tracks and the Gorky and Belorussian roads in work to electrify rail sectors. The other transportation construction workers, railroad workers, and planners should follow their example.

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MISCELLANEOUS

ODESSA: CAUSES OF FOOD IMPORT DELIVERY DELAYS REPORTED

Kiev RABOCHAYA GAZETA in Russian 5 Oct 82 p 2

[Article by I. Medvedovskiy, editor of the mimeographed newspaper ODESSKIY PORTOVIK, Odessa: "But We Need To Get Down to Business"]

[Text] Over 8 months of the present year truck drivers have carried about 7,000 tons of food cargo from the port of Odessa. Is this little or a lot? It is little, of course! And that in connection with the fact that USSR Gosplan has issued a number of documents calling for mandatory planning of such shipments.

A recent supplement to the mostly planning procedure (dated 12 April 1982) has clearly defined the types of cargo subject to that type of shipment both from ships and from warehouses of the port, to be specific: cocoa beans, ground cocoa, coffee, rice, flour and granulated sugar. One other revision in that document: "Imported food shipments are to be carried from seaports by truck to the union republic where the enterprise (organization) which is the consignee of the cargo is located."

It all seemed to be clear. Actually there have been problems, and there still are. It has by no means been possible to achieve efficient operation of highway transport. Though to be fair we cannot but note that quite a few efforts have been made to transfer the flow of freight from rail transport to highway transport. There have even been some constructive results.

The technology for forwarding operations has been developed and put into practice, and a procedure has been established for filling out documents for loading and carrying the imported goods from the port of Odessa by centralized highway transport in the case of intercity shipments. Moreover, agreements have been concluded between the port workers and the carriers. And finally, the "Rules on Highway Shipment of Freight Into and Out of the Seaports of UkSSR," a document for which there was an extreme need, has come into existence.

It is thanks to these measures that the 7,000 tons of food cargo were shipped out of the port. The beginning was gratifying: in March, April and May the truck drivers did a rather good job. Then came an extended slump. M. P. Predolyak, chief of the No 2 forwarding department, every day plans the work for the next day with the port workers. But, alas, the requests for trucks are not being filled. The plan is once again not being filled.

We will give a specific example. The motor vessel "Arkadzhu" brought 12,400 tons of rice in bags to Odessa in late July. It was well known that the local office of the "Soyuzvneshtrans" Association made out a schedule order for the entire shipment of freight to go to a number of oblasts in our republic. The possibility arose of carrying the entire "ship" by truck. This was all the more important because the port has been having difficulties as never before with railroad cars suitable for carrying freight of this kind.

That is why the port workers placed great hopes on the truck drivers. Understanding how crucial the assignment was (it was after all almost 12,500 tons), Ye. B. Spektor, chief of TEP-15695 [freight forwarding enterprise] held a specific conference with representatives of the port and motor pools. They agreed on all this, they drafted a clear plan for the work to be done. What was the outcome?

If we want to be specific, it was like this: The truckers carried only 465 tons of rice. Part of it is lying even today in the overflowing port warehouses, and 12,000 tons had to be carried by rail in cars intended for equally important freight shipments, which, incidentally, cannot be carried by truck....

We should note that the motor vessel did not stay in port beyond the allotted period, which could have meant high demurrage.

But the point is that the port workers did not believe in their partner in intermodal competition from the very beginning. On the one hand they participated in compiling the plans, which saw the light of day in the office of the chief of TEP-15695, and on the other they sought opportunities for shipping the rice by rail. As a result they managed to avoid the fine, which is paid in foreign exchange. But both the port and the railroad and ultimately the state still suffered a loss.

What kind of a ship is the "Arkadzhu"? It represents about 400 railroad cars, nearly 8 freight trains, the amount that the port receives from the railroad in an entire day. But more than one vessel was being handled at the docks during that time. And, of course, the truck drivers could have substantially speeded up the delivery of food shipments.

Or take small cargo shipments. Imagine that the motor vessel "50 Let Sovetskoy Ukrainy" has docked. Along with everything else it has on board 300 tons of coffee in bags, that is, in a form of packaging which is not suitable for shipment by rail. In addition, coffee, as is well known, is on the list we spoke about before.

The All-Union Association "Soyuzplodimport" made the operative decision: to issue a schedule-order for the entire shipment of freight to go to the Lvov Confectionery Factory and that the coffee be taken there by truck. As a matter of fact, half of the cargo did get shipped as it was supposed to, the rest is waiting for good weather at sea. No trucks are coming from Lvov, the telegrams from port workers to the association of main-line routes of the UkSSR Ministry of Motor Transport fly off, as it were, into the beyond. There have been protracted negotiations, the burden has been put on the cramped warehouses which are already overloaded, and this expensive cargo cannot and simply must not lie here.

And why does rice have to be carried to remote oblasts? There is a tea-packaging factory in Odessa just a few blocks from the port. There is no one to take the tea there. Nearly 1,800 tons are lying in the port, in Batumi another 700 tons are awaiting shipment, and 200 tons are "rolling" in the holds of a vessel. Three times now the "Admiral Nakhimov" has called at Odessa and returned to Batumi with a shipment of leaf tea on board. It cannot be unloaded in Odessa: there is nowhere for it to go and no one to take it.

V. I. Lapov, senior engineer of the port services department of the Black Sea Shipping Company, who comes to the port of Odessa on his rounds, has already "left his calling card" several times with the director of the tea factory and urged him to pick up his cargo. The visits yielded no result. The factory has nothing to carry the tea with, and it has been unable to reach agreement with the truckers.

The same thing can be said about the industrial fabrics factory. Its raw material--jute--is in the way of the port's operation in both the literal and figurative sense.

The productive work of the truckers also depends on those with whom they cooperate, on the straightforward nature of planning the movement of flows of freight. Here again there are quite a few "flat tires." The MSSR Ministry of Procurements refused freight after shipment had already begun. Approximately the same thing happened in Odessa--the local grain products administration issued a refusal. There are quite a few such cases, and they naturally tend to upset the organization of the truckers and hinder them from organizing the planned process of carrying goods out of the port. There are also cases like this: trucks come to the port without notification, and as a result they stand idle for hours and perhaps even days waiting for clearances and the filling out of documents.

In short, the weakest and most unreliable link in the transportation conveyor today is motor transport. It is clear that switching the flow of freight from the railroad to trucks is a complicated task requiring pains. But it is worthwhile and promising. That is why it has to be tackled in a businesslike way, taking into account the interests of the state above all.

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